area
screening
canada

MONTREAL ISLAND LAVAL LONGUEUIL

QUEBEC

Public Works
Canada

Travaux publics
Canada

area
screening
canada

MONTREAL ISLAND LAVAL LONGUEUIL

QUEBEC

PREPARED BY
PUBLIC WORKS CANADA
REAL ESTATE SERVICES DIRECTORATE

Minister of Supply and Services Canada 1983
Cat. No.: W67-1/41-1983E
ISBN 0-662-12340-9

OTTAWA 1983

PREFACE

Real Estate Services Directorate of Public Works Canada, on behalf of the Treasury Board Advisory Committee on Federal Land Management (TBAC/FLM) carries out the Area Screening Canada Program to assist in the implementation of the Federal Land Management Policy approved by Cabinet in 1973. The basic principle of this policy is that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

In order to help fulfill this policy principle, the ongoing Area Screening Canada (ASC) Program systematically reviews the current use of federal landholdings in selected study areas across Canada. Each ASC report includes a map of government landholdings located within the study area and an urban profile which presents selected information on social, economic and environmental factors as well as trends that may have an impact on federal real property management. Land planning objectives of the various levels of government have been compiled to supplement the profile. Following a general description of the characteristics of the overall federal presence all landholdings are individually examined in their particular local context.

Public Works Canada gratefully acknowledges the participation of the Treasury Board Advisory Committee on Federal Land Management and other federal departments in the Area Screening Canada Program, especially Environment Canada which provides expert advice on matters of environmental concern. A special thanks is extended to those federal and provincial departments and municipal organizations that provided information and data essential to the preparation of the individual reports. Appreciation is also extended to Public Archives Canada for the provision of the illustration depicted on the cover, which was taken from an exhibition of panoramic maps entitled "Birds-eye Views of Canadian Cities".

All planning information relating to federal properties contained in this report is based upon data provided by the various departments and agencies and is the latest available at the time of research. This report was researched during the period of November 1981 - March 1982 and the evaluations are current as of 1982.

TABLE OF CONTENTS

PAGE

PREFACE i

TABLE OF CONTENTS ii

LIST OF ILLUSTRATIONS vii

STUDY AREA viii

1.0 MONTREAL URBAN COMMUNITY 2

1.1 INTRODUCTION 2

1.2 URBAN PROFILE 4

1.2.1 Population 4
1.2.2 Economic Context 5
1.2.3 Urban Structure 7
1.2.3.1 General Structure 7
1.2.3.2 Transportation 10
1.2.3.3 Commerce 13
1.2.3.4 Industry 15
1.2.3.5 Housing 16
1.2.3.6 Construction 19
1.2.3.7 Institutions 20

2.0 CITY OF LAVAL 22

2.1 INTRODUCTION 22

2.2 URBAN PROFILE 22

2.2.1 Population 22
2.2.2 Economic Context 23
2.2.3 Urban Structure 24
2.2.3.1 General Structure 24
2.2.3.2 Transportation 25
2.2.3.3 Commerce 26
2.2.3.4 Industry 27
2.2.3.5 Housing 27

3.0 CITY OF LONGUEUIL 29

3.1 INTRODUCTION 29

3.2 URBAN PROFILE 29

3.2.1 Population 29
3.2.2 Economic Context 30

PAGE

3.2.3 Urban Structure 31
    3.2.3.1 General Structure 31
    3.2.3.2 Transportation 32
    3.2.3.3 Commerce 33
    3.2.3.4 Industry 33
    3.2.3.5 Housing 33
    3.2.3.6 Institutions 34

4.0 GOVERNMENT LAND PLANNING POLICY AND OBJECTIVES — LOCAL ISSUES 35

4.1 MUNCIPAL OBJECTIVES 35

4.1.1 Municipalities of the Montreal Urban Community 35
4.1.2 City of Laval 37
4.1.3 City of Longueuil 37

4.2 REGIONAL OBJECTIVES 39

4.3 PROVINCIAL OBJECTIVES 42

4.4 FEDERAL OBJECTIVES 46

5.0 FEDERAL PROPERTIES 49

5.1 FEDERL PROPERTY CHARACTERISTICS 49

5.2 PROPERTY DESCRIPTIONS 53

5.2.1 DOE-PC - Ste-Anne Lock 53
5.2.2 DFO - Tides and Water Level Station, Ste-Anne-de-Bellevue Lock 55
* 5.2.3 PWC - Ste-Anne-de-Bellevue Postal Station 57
5.2.4 DVA - Ste-Anne Hospital 59
5.2.5 DFO - Arctic Biological Station 61
5.2.6 DVA - Senneville Lodge 63
5.2.7 DOE-PC - Historical Monument: Battle of Lac des Deux Montagnes 65
5.2.8 TC - Triangulation Station - Pointe-Quenet 67
5.2.9 TC - Transmitter and Remote Receiver Site 69
* 5.2.10 PWC - Pierrefonds Postal Station 71
* 5.2.11 PWC - Pointe-Claire Postal Station 73
5.2.12 DOE - Pulp and Paper Research Institute of Canada 75
5.2.13 PWC - Vacant Land 77
* 5.2.14 PWC - Roxboro Postal Station 79
* 5.2.15 PWC - St-Martin Postal Station 81
5.2.16 TC - Cartierville Airport 83
* 5.2.17 PWC - Gateway Postal Facility 85
5.2.18 TC - Montreal International Airport 87
5.2.19 DOE - Meterological Station 89
5.2.20 DND - Pointe Picard 91
2.2.21 TC - Lachine Wharf 93

PAGE

* 5.2.22 PWC - Lachine Postal Station 95
5.2.23 DFO - Tides and Water Level Station, Lachine Canal 97
* 5.2.24 PWC - LaSalle Postal Station 99
5.2.25 DND - Naval Engineering Test Establishment 101
* 5.2.26 PWC - Côte St-Luc Postal Station 103
5.2.27 TC - Côte St-Luc Backbeam Marker 105
* 5.2.28 PWC - Saint Laurent Pöstal Station 107
5.2.29 PWC - National Film Board 109
5.2.30 TC - Outer Marker for the Instrumental Landing System 111
* 5.2.31 PWC - Laval-des-Rapides Postal Station 113
5.2.32 CSC - Martineau Community Correctional Centre 115
5.2.33 PWC - Former Chabanel Garrison 117
* 5.2.34 PWC - Youville Postal Station 119
5.2.35 CSC - Ogilvy Community Correctional Centre 121
* 5.2.36 PWC - Mount Royal Postal Station 123
* 5.2.37 PWC - Snowdon Postal Station 125
* 5.2.38 PWC - Notre-Dame-de-Grâce Postal Station 127
5.2.39 DOE & PWC - Lachine Canal 129
* 5.2.40 PWC - Postal Station "S" 131
5.2.41 PWC - Canada Employment Centre 133
* 5.2.42 PWC - Verdun Postal Station 135
5.2.43 SLSA (The Jacques-Cartier and Champlain Bridges Inc.) - Champlain Bridge and Approach and Part of the Bonaventure Autoroute 137
* 5.2.44 PWC - St-Henri Postal Station 139
5.2.45 DND - Montreal Royal Armoury 141
* 5.2.46 PWC - Victoria Postal Station 143
5.2.47 DND - Côte-des-Neiges Armoury 145
5.2.48 DND - Militia Headquarters 147
5.2.49 DND - Residence of the Deputy Commander of the Mobile Force 149
5.2.50 PWC - Former Postal Station "L" 151
5.2.51 PWC - Former RCMP Headquarters - Division "C" 153
5.2.52 RCMP - Divisional Headquarters 155
5.2.53 DND - Hillside Armoury 157
5.2.54 PWC - Bel-Air Station 159
5.2.55 PWC - Postal Station "D" 161
* 5.2.56 PWC - Major Area Postal Plant 163
5.2.57 PWC - Former Postal Station "F" 165
5.2.58 PWC - Former Postal Station "H" 167
5.2.59 DND - Armoury: Naval Reserve 169
5.2.60 DND - Cathcart Armoury 171
5.2.61 PWC - Postal Station B 173
5.2.62 PWC - Peel Postal Terminal 175
5.2.63 AGR - Fumigation Station 177
5.2.64 CBC - International Broadcasting Centre 179
5.2.65 NHB - Port of Montreal 181
5.2.66 PWC - Customs and Excise Building 183
5.2.67 PWC - De Callière/De la Commune Parking Lot 185

PAGE

5.2.68 PWC - Federal Building: Agriculture 187
5.2.69 DFO - Tides and Water Level Station, Pier No. 1 189
5.2.70 PWC - Charpentier Building 191
5.2.71 DOE (PC) - G E Cartier House 193
5.2.72 PWC - Site of Future Complexe Guy-Favreau 195
5.2.73 PWC - National Revenue Building 197
5.2.74 PWC - Caron Building 199
5.2.75 PWC - Federal Building: Employment and Immigration 201
5.2.76 DND - Black Watch Armoury 203
5.2.77 DND - St-Urbain Armoury 205
5.2.78 DND - Armoury: Les Fusiliers Mont-Royal 207
5.2.79 DND - Canadian Grenadier Guards Armoury 209
5.2.80 CBC - Transmitter 211
5.2.81 DND - St-Joseph Armoury 213
5.2.82 PWC - Former Postal Station "R" 215
5.2.83 DND - St-Grégoire Armoury 217
5.2.84 PWC - Former Rosemont Postal Station 219
* 5.2.85 PWC - De Lorimier Postal Station 221
5.2.86 DND - Part of Lafontaine Park 223
5.2.87 CSC - Sherbrooke Community Correctional Centre 225
5.2.88 PWC - Federal Building: Consumer and Corporate Affairs 227
* 5.2.89 PWC - Postal Station "M" 229
5.2.90 DFO - Tides and Water Level Station, Frontenac St. 231
5.2.91 CBC - Radio-Canada House 233
5.2.92 DND - Reserve on Ile St-Hélène 235
5.2.93 SLSA - Jacques-Cartier Bridge and Approaches 237
5.2.94 SLSA - South Shore Canal 239
5.2.95 PWC - Future Federal Building Site 241
5.2.96 HWC - Longueuil Laboratory 243
* 5.2.97 PWC - Longueuil Postal Station 245
* 5.2.98 PWC - Postal Station "A" 247
5.2.99 PWC - Former Ste-Rose Postal Station 249
* 5.2.100 PWC - Laval Mail Processing Plant 251
5.2.101 CSC - Laval Complex 253
* 5.2.102 PWC - Montréal-Nord Postal Station 255
5.2.103 CSC - Pie IX Community Correctional Centre 257
5.2.104 DND - Longue-Pointe Supply Depot 259
* 5.2.105 PWC - Anjou Postal Station 261
5.2.106 TC - Tétreauville Rear Light 263
5.2.107 DFO - Tides and Water Level Station, Montréal-Est 265
5.2.108 DOE-PC - Historical Monument: Battle of Coulée Grou 267

---

* As of July 15, 1982, by Order in Council PC 1982-2091, pursuant to the Canada Post Corporation Act, these properties have been transferred from PWC to CPC, effective October 16, 1981.

PAGE

APPENDICES

A Glossary of Terms 268
B Department and Agency Abbreviations 270
C ASC Studies Published 272

REFERENCES 273

BIBLIOGRAPHY 280

LIST OF TABLES

Table 1 Land Use Distribution (%): MUC and the Central Sector as a % of the MUC (1979) 8

Table 2 Distribution and Increase in the Value of Contracts Awarded in the MUC by Activity Section 1979, 1980 and 1981 19

Table 3 City of Laval: Actual and Forecast Changes in Population 1956 to 1991 22

Table 4 Distribution (in %) and Increase of Available Employment by Activity Sector: Laval - 1976 to 1981 23

Table 5 Percentage Breakdown of Land Use: Laval (1980) 25

Table 6 Laval - Number of Commercial Establishment - 1976 to 1981 27

Table 7 City of Longueuil: Actual and Forecast Changes in Population - 1961 to 1991 29

Table 8 City of Longueuil: Land Use (%) - 1977 31

Table 9 Breakdown of Land Holdings and Gross Building Areas (m^2) by Department or Agency and of Properties by Study Area 50

Table 10 Breakdown of Rentable Space and Land in m^2, by Tenure and Location 51

PAGE

LIST OF ILLUSTRATIONS

Location Map	1
Study Area	3
Public Transportation Network	12
Industrial Areas	17
Land Use Map	Pocket Map
Property Maps 1 and 2	Pocket Map

STUDY AREA

The Montreal Urban Community (MUC) and the cities of Laval and Longueuil are the subject of this area screening study. They are in an integral part of the Montreal metropolitan region, the vital centre of growth and innovation for the province of Quebec.

Situated in southwestern Quebec on the hilly plain of the St. Lawrence valley, this region carries out its world-scale actvities on the clay and silt-rich soils of the Montreal Plain. It owes its development to its geographic position midway along the greatest river axis penetrating the heart of the continent. Its role as a point of transition dates from the period when the Lachine rapids constituted an obstruction to shipping.

Today, the Montreal metropolitan region has a population of 2,808,530.* It accounts for 65% of the gross provincial product and 55% of Quebec's manufacturing jobs. It contains 45 industrial parks totalling some 6,500 hectares of land. The main elements of its industrial profile are transport, textiles, clothing, shoes, furniture, machinery, electrical equipment, transportation equipment, aeronautics and petrochemicals. The growth and development of its economy are based on a burgeoning tertiary sector.

Montreal Island, which in this document shall be referred to as the "Montreal Urban Community", is the core of a metropolis that extends over 5,617 km^2. It is there that the greatest concentrations of population are to be found, within 30 municipal jurisdictions co-ordinated by the regional body known as the Montreal Urban Community.

The City of Laval, which is located on Ile Jésus, to the north of the MUC, is a byproduct of the urban centre. It constitutes a secondary pole, with the features of an urban fringe. Its functions are characterized by a lack of homogeneity and interrelation. Development is scattered, with residential uses predominating.

On the South Shore of the St. Lawrence River lie a number of municipalities which have an interdependent relationship with Montreal Island. Among them, the City of Longueuil, dating from 1657, is the oldest and largest in terms of population. It has land available for the implementation of its new development plan. It intends to strengthen its leadership role in relation to its sister municipalities on the South Shore.

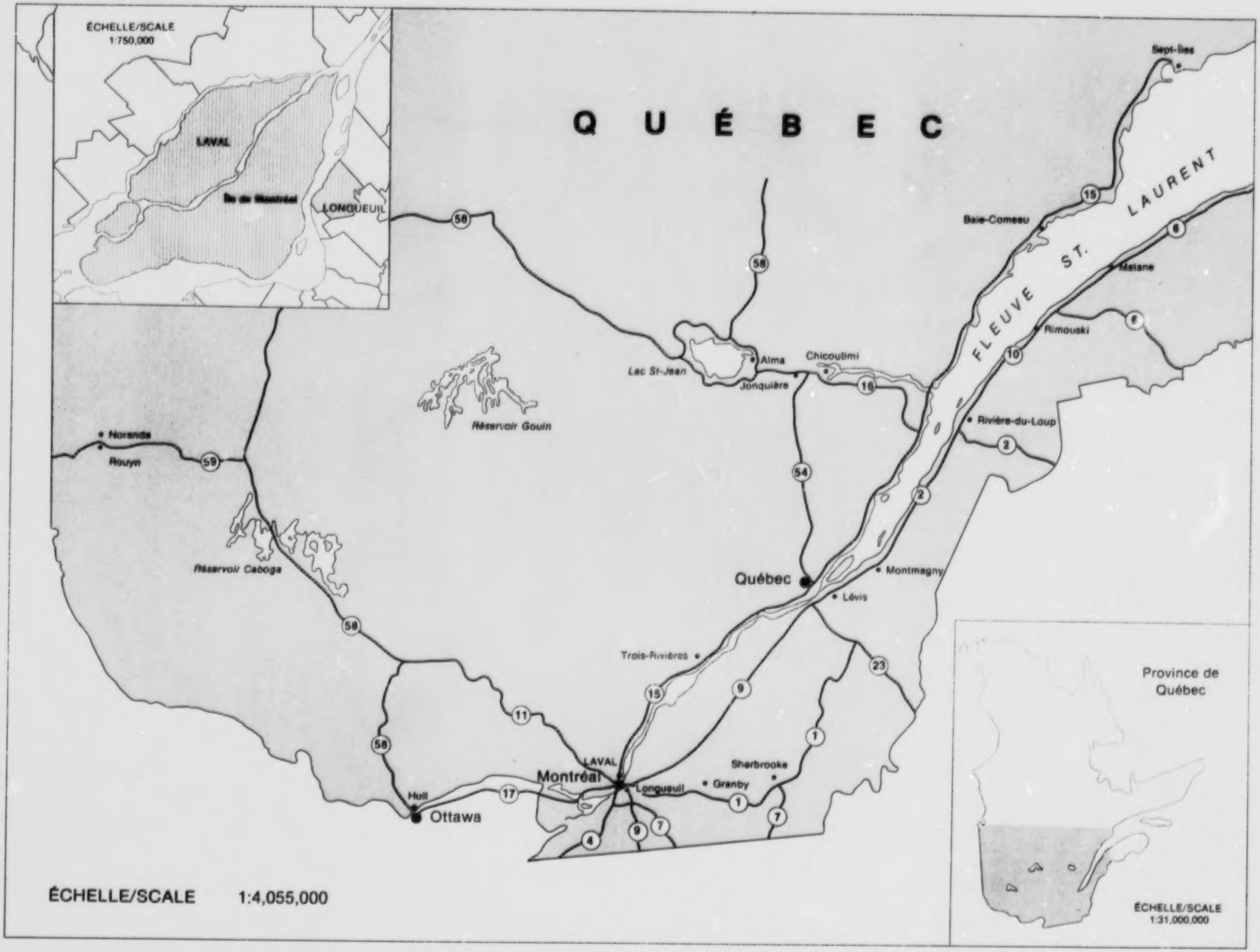
These three study sectors are interlinked, and alternating migrations tend to confirm the primacy of the MUC in relation to the other two. However, this influence is fading. Urban sprawl and the shifting of the country's centre of gravity towards the western markets are affecting the economic vitality of the core and hence the region as a whole. In 1981, the region recorded its first drop in population. The suburbs are attracting new resources, while the core is faced with accelerated aging of its institutions.

---

* Provisional data from the 1981 Census.

Efforts to revitalize the metropolis have run up against problems of intermunicipal rivalry and regional representation. However, the various socio- economic partners in the region have joined forces with a view to stimulating the core. The provincial government, for its part, is seeking to limit urban sprawl, reinforce existing functions and specify the role of the various urban nodes in the region. To these ends it has sponsored the summit conference on the economy of Greater Montreal, implemented legislation on agricultural zoning (Bill 90) and land-use planning and development (Bill 125), approved amendments to the charter of the City of Montreal and given effect to Bill 46, which will strengthen the role of the MUC in its dealings with member municipalities.

The elevation of the City of Laval to the rank of regional county municipality (RCM) constitutes a recognition of its important role at the regional level. Its completely revised general plans must take account of this new function. For its part, the City of Longueuil, which also aspires to achieve the rank of RCM, anticipates a greater role in relation to its South Shore partners as a result of its new master plan. Finally, in anticipation of Bill 46, the MUC will shortly submit a development plan which, under the effect of this legislation, will consist of more than a mere collection of references. The new Bill will endow the MUC with powers similar to those of an RCM. As shall be seen, the City of Montreal has for its part established a series of programs designed to stabilize and increase its population, strengthen its institutions and enhance its role in relation to the other municipalities in the MUC, the region as a whole and other regions throughout the country.


QUÉBEC
FLEUVE ST. LAURENT
ÉCHELLE/SCALE 1:750,000
LAVAL
Île de Montréal
LONGUEUIL
Sept-Îles
Baie-Comeau
Matane
Rimouski
Rivière-du-Loup
Chicoutimi
Alma
Jonquière
Lac St-Jean
Réservoir Gouin
Noranda
Rouyn
Réservoir Cabonga
Québec
Montmagny
Lévis
Trois-Rivières
LAVAL
Montréal
Longueuil
Granby
Sherbrooke
Hull
Ottawa
58
59
54
16
15
10
6
2
23
9
11
17
1
7
4
Province de Québec
ÉCHELLE/SCALE 1:31,000,000
ÉCHELLE/SCALE 1:4,055,000

1.0 MONTREAL URBAN COMMUNITY

1.1 INTRODUCTION

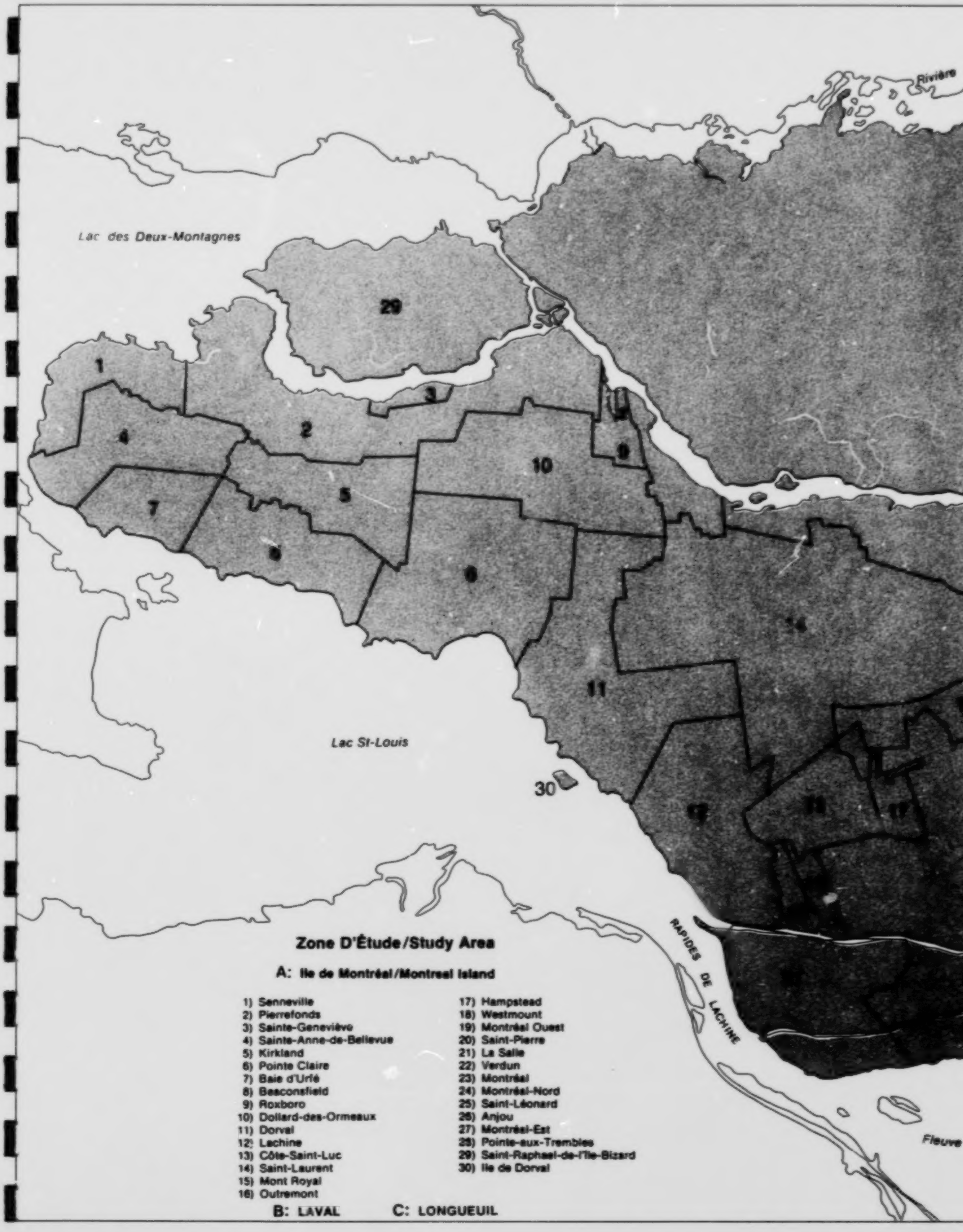
The territory of the MUC lies within the southwestern portion of the province of Quebec. It consists primarily of Montreal Island, Ile Bizard, Nuns Island, Dorval Island, Ile St-Hélène and Ile Notre-Dame. Situated at the heart of the Montreal metropolitan region, the MUC is 246 km from Quebec City, 200 km from Ottawa, 544 km from Toronto and 600 km from Boston. Its climate is continental, with minimums and maximums of 16°C and 26°C in July and -14°C and -5°C in January. Annual precipitation is 70.7 cm of rain and 239.5 cm of snow.[1]

With a total arrea of 49,000 hectares,[2] the MUC is bordered on the north by the Rivière des Prairies, on the south by the St. Lawrence River, on the east by the confluence of these two watercourses, and on the west by Lac des Deux-Montagnes and Lac St-Louis. This location adjacent to the St. Lawrence Seaway is favourable to port activity on the southern and southeastern edges of Montreal Island.

The topography of the MUC is varied. The secondary islands are relatively flat, whereas the relief of Montreal Island is dominated by Mount Royal, 234 metres in height. Outward from the mountain, the land falls away evenly toward the northern, eastern and western shores of the island. Toward the south, the slope is more pronounced, even taking the form of a 35-metre cliff to the south of St. James Street, between Décarie Boulevard to the east and West Broadway Street to the west. The shores are generally 10 metres above sea level.

With 74% of its area developed, the MUC has an economy in which the tertiary sector is expanding and the traditional secondary sector is benefitting from modern elements that are forerunners of new products, particularly in the fields of petrochemicals, metals, and transportation and electronic equipment.

The study area lies within the jurisdiction of 30 autonomous municipalities in which the municipal council exercises sovereign control over its administrative structure and its operations. These municipalities are members of the Montreal Urban Community, which enjoys general powers conferred upon it in January 1970 by an Act of the Quebec National Assembly. It has powers to assess the real properties of each municipality, establish a development plan, create regional recreational parks, oversee sewers and water treatment plants, provide mass transit, construct the metro system, administer public safety and promote economic development.[3]

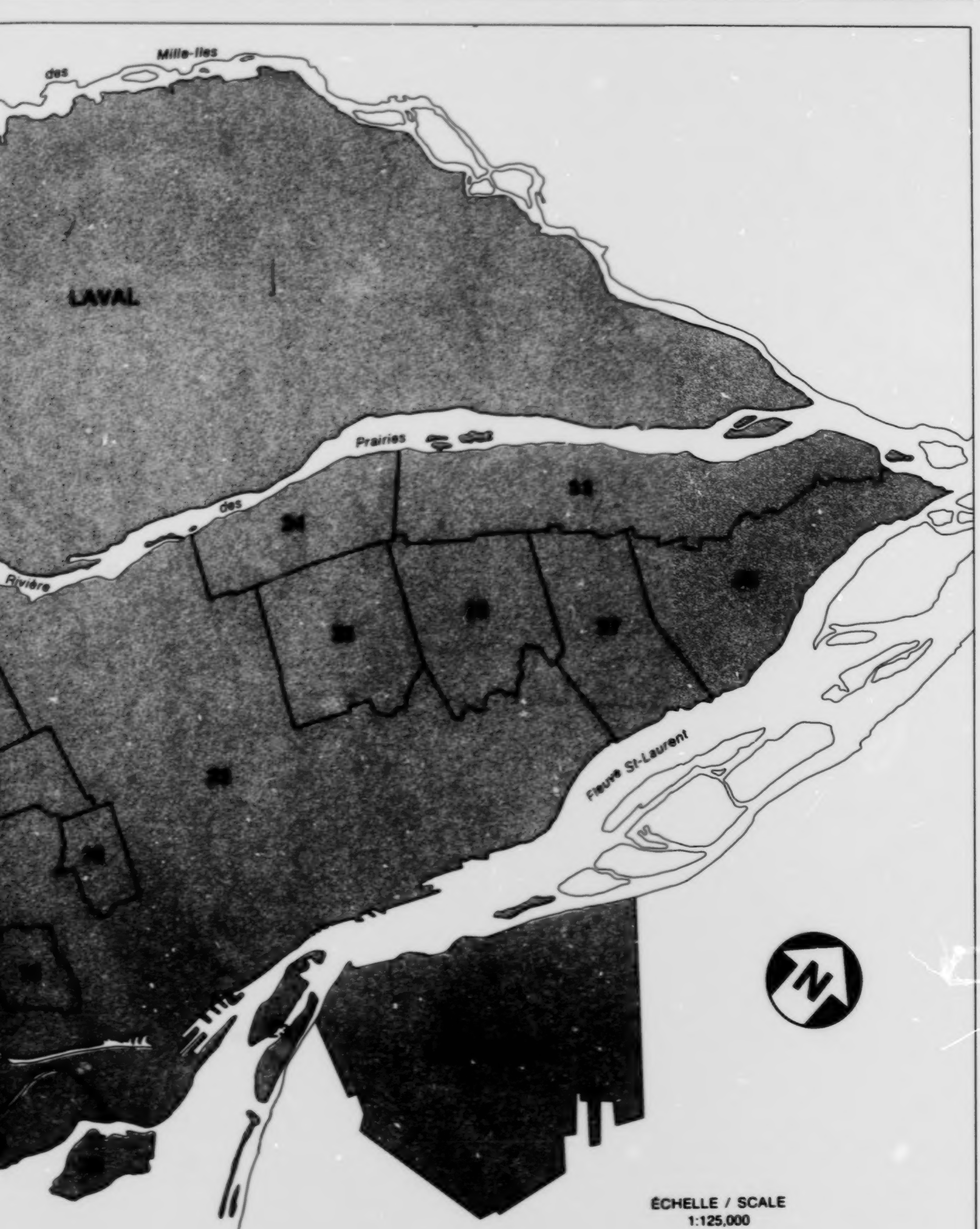

Rivière
Lac des Deux-Montagnes
29
1
3
2
4
9
10
5
7
8
6
14
11
Lac St-Louis
30
12
21
17
RAPIDES DE LACHINE
Fleuve

Zone D'Étude/Study Area

A: Ile de Montréal/Montreal Island

1) Senneville
2) Pierrefonds
3) Sainte-Geneviève
4) Sainte-Anne-de-Bellevue
5) Kirkland
6) Pointe Claire
7) Baie d'Urfé
8) Beaconsfield
9) Roxboro
10) Dollard-des-Ormeaux
11) Dorval
12) Lachine
13) Côte-Saint-Luc
14) Saint-Laurent
15) Mont Royal
16) Outremont
17) Hampstead
18) Westmount
19) Montréal Ouest
20) Saint-Pierre
21) La Salle
22) Verdun
23) Montréal
24) Montréal-Nord
25) Saint-Léonard
26) Anjou
27) Montréal-Est
28) Pointe-aux-Trembles
29) Saint-Raphael-de-l'Ile-Bizard
30) Ile de Dorval

B: LAVAL **C: LONGUEUIL**


des
Mille-Iles
LAVAL
Prairies
des
Rivière
34
Fleuve St-Laurent
N
St-Laurent

ÉCHELLE / SCALE
1:125,000

SOURCE: SERVICE DE PLANIFICATION DU TERRITOIRE
Communauté urbaine de montréal

1.2 URBAN PROFILE

1.2.1 Population

On June 1, 1979, the territory of the MUC had a population of 1,827,500 with 1,045,000 (57%) residing in the City of Montreal. Of the other cities within the MUC, only five had a population of greater than 60,000. The City of Montréal-Nord, with 95,200 inhabitants, was the second largest jurisdiction.[4] While the population had increased by 538,000 since 1951,[5] the 1979 figure for the MUC was lower than the corresponding figure for 1975, which stood at 2,009,394.[6] Even during a period of growth, decreases had been recorded in certain sectors of Montreal Island.

From 1960 to 1975, there was a reduction in the growth rate for the western part of the MUC and an actual decrease in the central part, while the eastern portion of the Island recorded an increase of more than 175%. At the same time, the importance of Montreal Island in relation to the metropolitan region as a whole decreased by 12%. The lure of suburban living, combined with improvements in transportation infrastructures, was favouring the development of the western and eastern portions of the Island at the expense of the centre.[7] Then from 1976 to 1979, it was the north and south shores of the metropolitan region which were benefitting from the erosion of the MUC and overall regional growth.[8]

This decrease in the population of the MUC would seem to have bottomed out, since an increase of 2.46% is forecast for the area between 1979 and 1986, bringing the population to 1,872,500.[9] Among the factors militating in favour of this increase are the breaking up of households, the fecundity of young families, the provisions of the agricultural zoning legislation inhibiting urban sprawl,[10] rising transportation costs and increases in travel time, and lastly the effect of Operation 10,000 Dwellings combined with the neighbourhood revitalization program undertaken by the City of Montreal.[11] Owing to these factors, the MUC expects to capture 25% of the increase forecast for the metropolitan region[12] between now and 1986.

In 1986, average household size will be 2.6 persons, as compared with 3.2 and 3.7 persons in 1971 and 1961 respectively.[13] This reduction in household size coincides with the aging of the population.

Thus for the City of Montreal, the percentage of the population represented by the age group 0-19 years fell from 34.4% in 1961 to 27.3% in 1976. The group 65 years of age and older increased its share by 4%, reaching 11% in 1976. The group 20-64 followed the same trend, standing at 61.7% in 1976. This situation is particularly beneficial to Montreal since within this age group, 59.9% of the employed persons are between 20 and 44 years of age, which tends to confirm the youthfulness of Montreal's active population. Moreover, the percentage of the whole represented by this 20-64 age group, which is considered as the productive group, is higher than for Quebec as a whole or Canada, where it represents respectively 56.7% and 55% of the total population.[14] Finally, the level of education is indicative of the attractiveness of the MUC's labour pool. In 1976, 18.7% of the population of Montreal 15 years of age and older was engaged in, or had completed university studies. This figure was higher than for Quebec as a whole, 15.9%, and for Canada, 16.1%.[15]

The ethnic make-up of the population of the MUC in 1976 was as follows: 58% of the populace were of French origin, 24% of British origin, 6% Italian, and 12% other. It was the municipalities of Montreal, St-Léonard, Outremont and Côte-St-Luc which showed the greatest ethnic diversity.[16] The language usually spoken was French for 58% and English for 24%. Geographically, the western portion of the MUC was English-speaking, while French predominated in the east.[17]

The average annual income in the MUC was $10,690 in 1976, although this figure belied internal disparities. The western portion of the Island, which has traditionally been wealthier, had an average income in excess of $11,000, with the municipalities of Westmount, Mount Royal and Beaconsfield reaching $22,753, $22,283 and $19,494 respectively. With the exception of the municipality of Anjou ($11,282), the eastern portion of the Island was below the average. The City of Montreal had an average income of $10,013, while Verdun had the lowest figure with $9,426.[18]

1.2.2 Economic Context

The MUC is the centre of economic activity in the Montreal metropolitan region, with an impact that is provincial, national and international in scope. It constitutes an urban core whose economic activities go beyond the needs of its residents. The specialized nature of certain activities reinforces the unique character of the region as a pole of development and attraction.

One indicator of the economic impact of the MUC is the importance of the Montreal metropolitan region. Strictly in terms of manufactured goods, 44.7% of the region's production was exported; of these exports, 76.9% were absorbed by the rest of Quebec and Canada, 15.2% by the United States, and 7.9% by the rest of the world, including 3.6% by European countries.[19] In 1975, the region produced 58% of the output of Quebec's manufacturing sector.[20]

Economic activity in the MUC is largely concentrated in the secondary and tertiary sectors. As is generally the case with large urban centres, the primary sector plays only a minor role in the economy.

The secondary sector is one of the main driving forces in the MUC, both in relation to the metropolitan region, in which the MUC accounts for 54.6% of all jobs in this sector, and in relation to the province as a whole, in which it accounts for 50% (1971).[21] In 1980, there were no fewer than 7,000 manufacturing enterprises on Montreal Island, chiefly of the traditional type (food, beverages, tobacco, textiles, clothing, shoes).[22] Petrochemicals, with 23.3% of refined volume in Canada in 1980, metal products, and transportation and electronic equipment are the modern elements of this sector.[23]

For its part, the tertiary sector within the metropolitan region accounted in 1980 for 13.8% and 60.2% respectively of employment in this sector in Canada and Quebec as a whole.[24] Within the region, the activities of this sector are mainly concentrated on the territory of the MUC: it accounts for 70.6% of tertiary employment in the region, with the City of Montreal alone accounting for 55.2%.[25] Another illustration of this concentration is the volume of retail sales: in 1975, Montreal Island accounted for 70.5% of the regional volume, and for 37.6% of exports in this area.[26]

In terms of the labour force, 1.3 million persons work within the territory of the MUC, accounting for 78% of the labour pool of the Montreal metropolitan region.[27] The unemployment rate for the region in 1980 was 8.9%, as compared with 10.3% for Quebec as a whole.[28]

A summary evaluation of the local economy of the MUC reveals that the main feature of the secondary sector is a concentration of mature industries oriented toward the production of current goods in which the technological element is of only minor importance. These enterprises, which are characterized by a high level of spatial mobility, employ a large and relatively unskilled work force.[29] They tend to be concentrated in the centre of the Island whereas the more modern industries have located either on the periphery or off the Island, owing to a lack of competitive industrial parks there.

Thus, while the southern and northern fringes of the metropolitan region have seen an increase in the importance of the modern secondary sector, the traditional sector on Montreal Island increased its share of secondary employment from 52.7% to 54.6% between 1964 and 1971. Policies in support of relocation rather than modernization have encouraged this situation, which has led to a concentration of outmoded industries on the Island.[30]

Nevertheless, throughout this period, the local economy of the MUC has been orienting itself toward activities tending to maintain and improve the area's competitive position in relation to the region, the nation and the world. Within the tertiary sector, the "generative" component recorded an annual growth rate of 14.3% between 1971 and 1978.[31] Its magnitude is reflected in the presence on Montreal Island of numerous head offices of firms operating nationally and internationally within the prelimary, secondary and tertiary sectors. The stock exchange, the Port of Montreal, Dorval International Airport and the infrastructure for overland transport via the national rail and highway carriers are all economic instruments favouring the exportation of products generated by technological innovations developed in the generative component of the tertiary sector and applied to the secondary sector. The staging of national and international events serves to further enhance the MUC's role as a pole of attraction.

The prospective impact of the generative tertiary on the secondary sector favours the MUC in the fields of petrochemicals, aeronautics and business services. Port activity should benefit from the energy problems experienced by other modes of transportation. Container transport, for which the Port of Montreal ranks first in Canada and fourth in eastern North America, offers a promising avenue for the economy of the Island. The launching of an industrial modernization program, along with the creation of an industrial land bank within the territory of the MUC, will help to reverse the premature aging of the secondary sector. Finally, the resumption of office construction, which had fallen off since the peak reached in 1976 (Olympic Games), will favour an increase in the activities of the generative tertiary.[32]

1.2.3 Urban Structure

1.2.3.1 General Structure With a total area of 49,347 hectares, the territory of the MUC* is 74% urbanized.[33] Its urban development profile is typical of large urban centres, where a concentration of varied activities tends to be found at the core. In addition, the development of the highway infrastructure has led to the spreading of urban uses; regional and transnational highways have gradually acquired the role of urban arterials, owing to the balkanization of municipal authority on the Island, which would seem to have discouraged the development of highway axes capable of effectively linking industrial and commercial uses already in existence.[34]

According to compilations dating from 1979,[35] the centre of the Island is 92% urbanized, while the corresponding figures for the western and eastern portions are 54% and 80% respectively. Of the 30 municipalities within the MUC, 7 are more than 90% urbanized, 17 are between 50% and 80% urbanized, and 6 have less than 50% of their total land area under development. The City of Montreal, which occupies the greatest portion of the MUC territory, is 91% urbanized. The municipalities of Dorval Island and Ste-Anne-de-Bellevue have the lowest rates of urbanization, with 0% and 23% respectively.

---

* See General Land Use map at the end of the report.

The geographical distribution of urban development shown in the land occupancy map appended to this study conforms the intensity of development in the centre of the Island and the diversity of urban uses throughout the territory. Overall, the pattern of land use in the territory of the MUC in 1979 was as follows:

Table 1

Land-use Distribution (in %): MUC and the Central Sector as a % of the MUC (1979)

Use	MUC	Centre*	Use	MUC	Centre*
Residential	35%	41%	Commercial	6%	48%
Industrial	14%	33%	Public	8%	60%
Communications	6%	28%	Open space	5%	52%
			Total developed	74%	42%
			Total available	26%	11%
			Total	100%	

* The centre is defined as the municipalities of Montreal, Westmount and Outremont.

Sources: 1 - Compilations made on the basis of the document Données planimétrées des fonctions urbaines des agglomérations du Québec 1966-76-79, Ministère des Affaires Municipales, Ed 80, pp 34-40.
2 - Compilations of the MUC Planning Department, drawing on Source 1 and data from sections of the OPDQ.

Residential use, which accounted for 29% of the territory in 1966, represented 35% in 1979. The bulk of this increase - 44% and 27% respectively - was absorbed by the western and eastern portions of the Island. If the various municipalities are ranked in terms of this use, Montreal, Pierrefonds and Dollard-des-Ormeaux head the list with 38.2%, 5.2% and 4.3% respectively of land used for housing in the MUC. However, it is the municipalities of Roxboro, Hampstead and Beaconsfield that give over the greatest percentage of their territory to this use (81.9%, 79.8% and 68.4%, respectively). The increase in residential use has brought an increase in density for the east Island, a decrease for the centre and a stabilization for the west.

In 1979, gross and net densities in the MUC stood at 37 and 106 inhabitants per hectare, respectively, and it was the City of Montreal that set the tone with a gross density of 68 and a net density of 164 inhabitants per hectare. Excluding Montreal, the gross and net densities for the MUC would be 15.1 and 69.9 inhabitants per hectare respectively. Verdun, which uses only 42.8% of its territory for housing, has the highest net density, namely 186 persons per residential hectare.

As regards to commercial use, the MUC registered a 25% increase between 1966 and 1979, the greater part of which was absorbed by the east, 39%, and the west, 20%. Montreal and Ville St-Laurent account for a large share of this activity, with 47.1% and 7.1% respectively of total commercial use within the MUC. On the other hand, St-Léonard, LaSalle and Montreal are, in the order given, the municipalities which give the greatest amount of space to this use, with rates of 11.1%, 9.1% and 8.7% respectively. Lastly, it is in the centre of the Island (the business district) that the concentration of commercial uses (in the form of office and commercial buildings) is greatest, accounting for 59% of such uses within the MUC. The major shopping centres are located along the highway axes.

Industrial activity, which occupied 14% of the territory of the MUC in 1979, is mainly located in the centre (49%) and the eastern portion of the Island (30%). In all, 10 municipalities within the MUC account for 91% of existing industrial space. In themselves, Montreal, Montréal-Est and Ville St-Laurent account for 59% of the industrial space in the MUC. Such space takes up 77.2% of the territory of Montréal-Est, but only 13.3% of Montreal proper. Between 1966 and 1979, industrial space in the MUC increased by 28%. The eastern portion of the Island absorbed 30% of this growth. All the industrial parks situated along the autoroutes benefitted from this expansion.

In all, 8% of the territory of the MUC is used for public purposes, and it is the centre of the Island that accounts for 66% of this use, which tends to have a regional dimension. More than 57% of the public space in the MUC is concentrated in the City of Montreal, and the latter absorbed 48% of the 16% increase in this use registered by the MUC for the period 1966-79.

The communications sector is the one which underwent the least expansion between 1966 and 1979, with a growth of 35 hectares. In all, 66% of this growth was concentrated in the centre of the Island, with the City of Montreal being the sole beneficiary. Dorval, Ville St-Laurent and Montreal alone account for 81% of the 6% of the land area of the MUC used for communications. Dorval International Airport, Cartierville Airport in Ville St-Laurent, the Port of Montreal and the railway and highway infrastructure are the main communications facilities.

Between 1966 and 1979, open space as a proportion of overall urban space increased by 15% to reach a total of 2,684.89 hectares. Such major spaces as Mount Royal Park, Lafontaine Park, the sites on Ile St-Hélène and Ile Notre-Dame and the Olympic facilities put the centre of the Island at the forefront with 57% of all recreational space in the MUC. The City of Montreal accounts for 49.7% of all such space, and St-Raphaël-de-l'Ile-Bizard and Verdun in turn rank second and third among the 10 municipalities which contain 87% of all open space within the MUC. Of the developed land in the MUC, 8.1% is used for recreational purposes, and it is the municipalities in the northwestern portion of the Island which have the highest ratios of space per inhabitant. With 1.47 hectares of open space per thousand inhabitants, the MUC meets North American standards for the built environment (1 hectare/1,000 inhabitants).[36] In all, 13 municipalities do not meet this standard, 7 meet it and 9 greatly exceed the standard for new communities, namely 2 hectares per 1,000 inhabitants.[37]

The diversity of recreational amenities extends from neighbourhood and district parks to urban and metropolitan parks, as well as bicycle paths, cross-country ski trails, private and public golf courses and the permanent facilities inherited from Man and His World, the Olympic Games and the Floralies Internationales. The architectural site of Old Montreal, covering 405 hectares, may be added to this exhaustive list.

Space available for development represented 26% of the total area in 1979. Four municipalities account for nearly 50% of this volume: Ville St-Laurent (14.7%), St-Raphaël-de-l'Ile-Bizard (11.9%), Montreal (11.1%) and Pierrefonds (10.4%). This amount of space is sufficient to accommodate forecasted population growth to 1986. However, it is the western portion of the Island which will benefit the most, since the eastern portion has almost reached its saturation point.[38] As regards the 244 hectares of industrial land available, it is distributed throughout 16 industrial parks. Ville St-Laurent, Montreal and Lachine contain 50% of these available industrial sites.

As a final point it should be noted that the MUC does not have a development plan. At the same time, the member municipal governments have certain interdependent functions which require co-ordination by way of the regional body, namely the Montreal Urban Community. The latter exercises general powers conferred by the Quebec National Assembly. Among other things, it has the power to establish a development plan, create regional parks, oversee water treatment facilities, develop mass transit and construct the metro system.[39]

The direct impact of the provincial government on land use is limited to the actions of the Commission de la protection des terres agricoles, which has identified for exclusive agricultural use some 3,194 hectares of land in the western portion of the Island. Pending acceptance of Bill 46 amending the Montreal Urban Community Act, there is the Land Use Planning and Development Act which affects the municipalities in the Montreal metropolitan region. Indirectly, this Act has an impact on the development concept to be put forward by the MUC.

1.2.3.2 Transportation The MUC's transportation infrastructure has all the elements required for economic exchanges between the urban core and the region, the nation and other nations.

Internal movements within the territory of the MUC are sustained by a grid-patterned road system, the main arteries of which are Henri-Bourassa Boulevard and Sherbrooke and Notre-Dame Streets and Pie IX, St. Lawrence and Laurentian (Décarie) Boulevards on the north-south axis. Autoroutes No. 25 to Terrebonne via Pie IX Boulevard and Pie IX Bridge are the regional expressways. Inter-regional autoroutes with a regional dimension in proximity to the MUC link it with other major centres such as Sherbrooke via the No. 10, Quebec City or Toronto via the No. 20, Trois-Rivière or Ottawa via the No. 40, and the Laurentians or New York City via the No. 15.[40]

Interconnections between the inter-regional autoroutes crossing the territory create the belt-line route girding the centre of the Island. This route extends along Metropolitan Boulevard (No. 40), Décarie Boulevard (Nos. 10 and 15), Louis-Hippolyte-Lafontaine Boulevard (No. 25) and the Ville-Marie Autoroute (No. 20).[41]

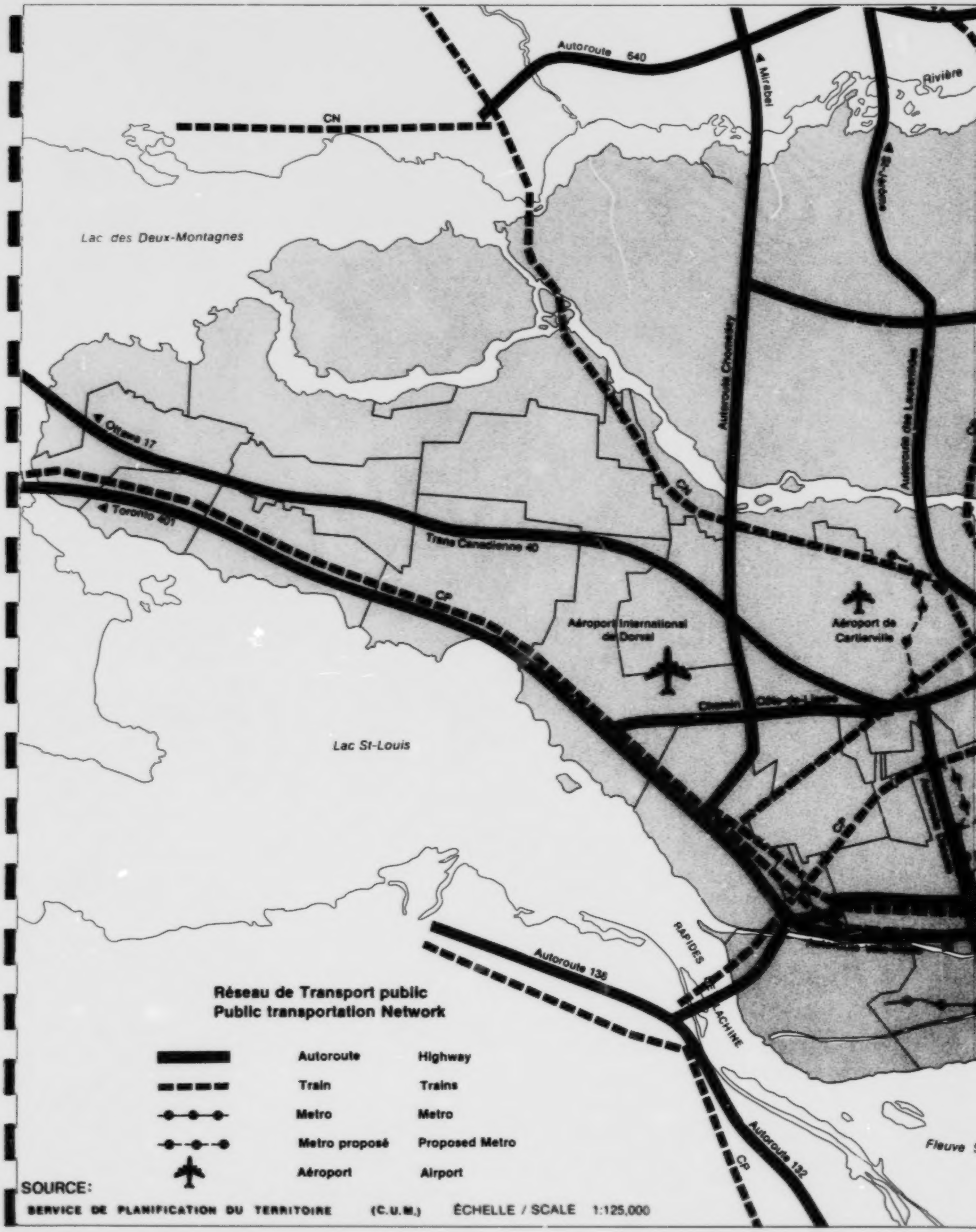
Cross-shore exchanges are made possible by six bridges to the north, four bridges to the east and west, and three bridges and a tunnel (Louis-Hippolyte-Lafontaine) to the south.

Various highway projects remain to be carried out: completion of Autoroute No. 15 to Mirabel International Airport, extension of Autoroute No. 25 on the territory of the MUC (via the future extension of Louis-Hippolyte-Lafontaine Boulevard), and completion of the Ville-Marie Autoroute as far as the Louis-Hippolyte-Lafontaine Tunnel.[42]

The Montreal Urban Community Transit Commission (MUCTC) operates the MUC's entire mass transit system. The surface system consists of busses, special vehicles for handicapped persons, a charter service and a "prestige" service to the Dorval and Mirabel International Airports.[43] The underground system consists to date of 49 metro stations and 41.1 km of track running along three service lines, of which Nos. 1 and 4 have been completed.[44] As a continuation of Line 2 northward, the Metropolitan Transit Bureau is examining final plans for the route for Line 5, with a view to integrating the system with the other modes of transit throughout the entire metropolitan region.[45] To the same end, the Quebec Department of Transport has submitted a plan for integrating the various transportation networks in the Montreal metropolitan region, in which uniformity of rates, interzonal and intermodal transportation and the creation of the surface rail system are the main objectives.[46]

With regard to rail transportation, Montreal Island occupies a key position along the Quebec City-Windsor industrial corridor. The presence of the head offices of the two national rail carriers is indicative of the importance of Montreal as a transfer and switching point between Eastern and Western Canada, New York State, New England and the Great Lakes.[47] The rail

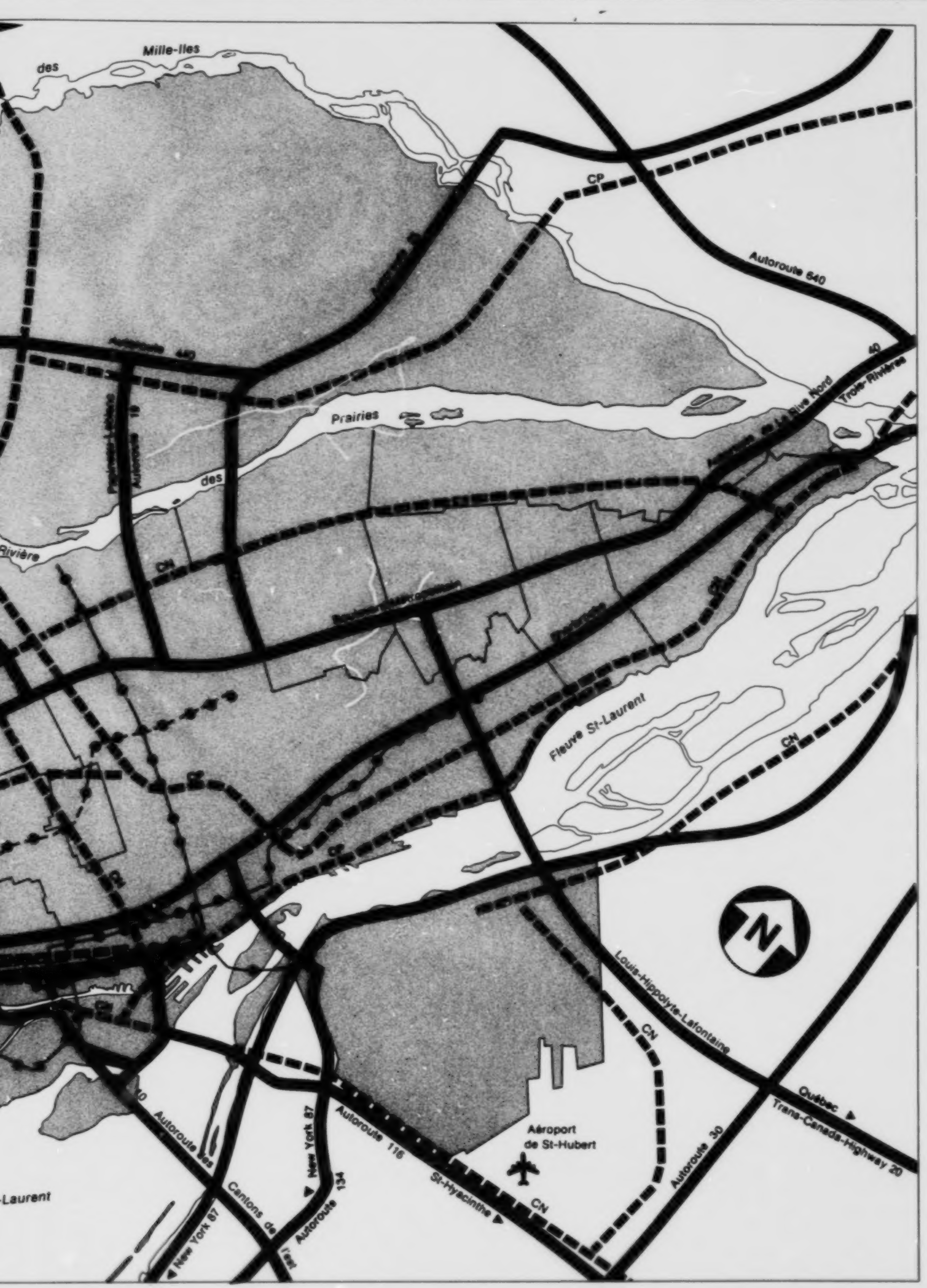
SO
SE



Réseau de Transport public
Public transportation Network

Autoroute — Highway
Train — Trains
Metro — Metro
Metro proposé — Proposed Metro
Aéroport — Airport
Autoroute 640
CN
Mirabel
Rivière
St-Jérôme
Lac des Deux-Montagnes
Autoroute Chomedey
Autoroute des Laurentides
Ottawa 17
Toronto 401
Trans Canadienne 40
CP
Aéroport International de Dorval
Aéroport de Cartierville
Chemin Côte-de-Liesse
Lac St-Louis
RAPIDES DE LACHINE
Autoroute 138
Autoroute 132
Fleuve S

SOURCE:
SERVICE DE PLANIFICATION DU TERRITOIRE (C.U.M.) ÉCHELLE / SCALE 1:125,000


Mille-Iles
des
CP
Autoroute 640
Autoroute 440
40
Trois-Rivières
de La Rive Nord
Prairies
des
Autoroute 15
Rivière
CN
CN
CP
CN
Fleuve St-Laurent
CP
N
Louis-Hippolyte-Lafontaine
CN
Québec ▸
Trans-Canada-Highway 20
Aéroport
de St-Hubert
Autoroute 30
CN
St-Hyacinthe ▸
Autoroute 116
▸ New York 87
Autoroute 134
◂ New York 87
10
Autoroute des
Cantons de
l'Est
-Laurent

lines converge mainly at the western end of the Island, at the intersection of Autoroutes 13 and 20 at Place Turcot, near the intersection of Autoroute 20 and Décarie Boulevard. The Port of Montreal and the industrial parks are served by rail lines. Central and Windsor stations are reception points for all passengers, including suburban commuters. One of the goals of the negotiations currently underway for integrating the various mass transit modes is to make effective use of the rail corridors for intercity commuting.[48]

With respect to shipping, the Port of Montreal, in operation 12 months per year, accomodates 118 shipping companies which deal regularly with 250 ports on five continents.[49] Formerly, ships used the Lachine Canal, which cuts through the southern portion of the Island, in order to avoid the Lachine Rapids. Today they use the Seaway, which runs along the South Shore of the St. Lawrence. The Port's gradual transition to container transport and the energy problems experienced by other modes of transport have been among the factors that have made the Port of Montreal the most important in Canada and the fourth in rank in eastern North America. In order to maintain and improve this competitive position, a master development plan for the Port is being prepared. Among other things, it provides for the addition of 141.6 hectares by 1986, the extension of the Cast terminal and the development of the Racine terminal.[50]

Finally, the territory of the MUC encompasses two airports. The larger of these the Montreal International Airport, operates on the western end of the Island, in the municipalities of Dorval, Pointe-Claire and St-Laurent. Its international role is gradually diminishing with the transfer of this type of operation to the Mirabel International Airport, situated 30 minutes to the north of Montreal Island. The latter facility, moreover, has the advantage of offering round-the-clock service. Nevertheless, the Montreal International Airport continues to be of considerable significance, owing to the fact that it receives transborder flights from throughout North America, certain international charter flights and part of the cargo traffic. Of secondary importance, the Cartierville Airport in Ville St-Laurent accommodates the activities of the Crown Corporation Canadair, as well as flying schools and business flights.

1.2.3.3 Commerce In 1979, commercial activity in the Montreal metropolitan region accounted for 48.1% and 12.3% of the value of retail sales in the province of Quebec and Canada respectively. With a mean annual growth rate of 10.9% between 1976 and 1979, the Montreal region surpassed Quebec as a whole, with 9.1% and Canada with 9.0%.[51] In 1966, the MUC was the main commercial force in the region, acccounting for 80.6% of the value of its retail sales.[52]

As regards to the spatial distribution of commercial activities on the territory of the MUC, it may be seen that the core area, bounded by Sherbrooke Street on the north, Atwater on the west, St-Hubert on the east and the St. Lawrence River on the south, has the highest concentration, with 59% of commercially-used space within the MUC.[53] These boundaries enclose the financial district, the major department stores, the underground shopping malls and specialty stores, as well as hotels and restaurants. In December 1980, the area contained 90% of top-grade office space.[54] Interest in the core is such that in 1981, 60% of new space was rented up before it was built, and there is no reason to expect that this situation will change in 1982, since no major construction or renovation project will be completed prior to this year. Space that is currently available is generally of small dimensions and in 90% of the new leases is not subject to former rental benefits.[55] Leases tend to be for shorter terms, in many cases less than five years.[56]

In general, rental rates for office space in the MUC are lower than in other major urban centres in Canada.[57] The median annual rent for top-quality space in 1980 was \$258.34/m^2 in Montreal, as compared to \$322.93/m^2 in Toronto. Second-quality space commands an almost identical rent.[58] This competitive position, combined with a vacancy rate of 3.18% for all categories in the core area (3.64% in the MUC and 10.76% in the City of Montreal), is resulting, as we shall see in section 1.2.3.6, in the construction of new office buildings.[59]

Outside the core area, the MUC offers a range of commercial activities which changes in focus moving outward from the core. The commercial streets cater to a local clientele. Top-quality office space is in great demand (vacancy rate of 2.32% in March 1981); second-quality space, available in greater amount than in the core, suffers from a high vacancy rate, such as 46.5% for the City of Montreal in March 1981.[60] Local shopping centres are numerous, while shopping malls adjacent to metro stations are not. Regional shopping centres are located along inter-regional routes.

The MUC's dominant role in the region's commercial sector is tending to diminish in favour of the suburbs. The proliferation of shopping centres outside the MUC and the outflow of the population to the suburbs have resulted in a lower level of retail sales in the MUC in relation to the region. In 1975, the MUC accounted for only 70.5% of the region's retail sales, a reduction of 10.1% since 1966.[61] Furthermore, retail purchasing offices and international banking activity have been tending to concentrate in Toronto.

At the same time, North America's high-quality food industry is concentrating in Montreal, and fewer regional shopping centres are being established beyond the boundaries of the MUC.[62] This lull should give impetus to the revitalization of commercial activity within the MUC, which is being encouraged by the creation of mechanisms designed to win back clientele from the suburbs. As an example, the City of Montreal is promoting the formation of Sociétés d'Investissement et de Développement des Artères Commerciales (SIDAC's). The main objectives of merchants' associations participating in this program are the redevelopment of commercial streets, improved access and parking, and street beautification.[63]

1.2.3.4 Industry The MUC is part of the industrial complex of the Montreal region, which in 1979 accounted for 12% and 46% respectively of the total value of shipments in Canada and Quebec. Between 1970 and 1979 shipments in the region registered a cumulative annual growth rate of 11.2%, as compared with 14.1% for Canada and 13.2% for Quebec.[64] Thus, despite the vigour shown by some sectors - primary metals, machinery, non-metallic mineral products, transportation equipment, electronic devices and supplies, chemicals and metal products - the general performance has been below the level for Canada and Quebec as a whole because of the stagnation of certain traditional industries which dominate the regional scene - in particular the textile-hosiery-clothing group, which is of some significance in the MUC.[65]

The territory of the MUC, which in 1974 contained 85% of the industrial establishments in the region, harbours various industries in which electronic and metal products, machinery and transportation equipment are areas of specialization.[66] The latter products accounted for 24% of the value of shipments of manufactured goods in the region in 1980. Petroleum products and chemicals accounted for another 20%.[67]

As regards to the spatial distribution of industries in the MUC, heavy industry is mainly concentrated in the eastern portion of the Island, particularly in the municipalities of Montréal-Est, Anjou and Pointe-aux-Trembles. There are additional concentrations in the south, near the St. Lawrence and along the Lachine Canal. Apart from Pointe-Claire, the west Island has little heavy industry. The same may be said regarding extraction sites, the largest of which are to be found in the east Island, in Montreal, Pointe-aux-Trembles and Montréal-Est.

Light industry, on the other hand, is scattered throughout the territory of the MUC, with concentrations near the regional highway axes, the airports and the rail lines.[68] As a result of this outward expansion, stimulated by urban growth, there are at present a total of some 244 hectares of land available for industrial development. This potential is distributed among 17 industrial parks, with the largest concentrations in Ville St-Laurent (31%), Lachine (10%) and the Rivière-des-Prairies district of Montreal (10%).[69]

The various industrial parks provide a full range of services; they are accessible to the various modes of transportation and border on existing industrial concentrations. They offer developers sites less than 30 km from the core, as opposed to the 80 km radius that prevails in other urban areas in Canada.[70] Land prices vary from one park to another, but land in proximity to the centre of the Island sells at a premium. Thus, in 1980, prices at the centre ranged from \$12.35 to \$24.70/m^2, as compared with \$11.12 to \$16.02/m^2 for west Island locations.[71]

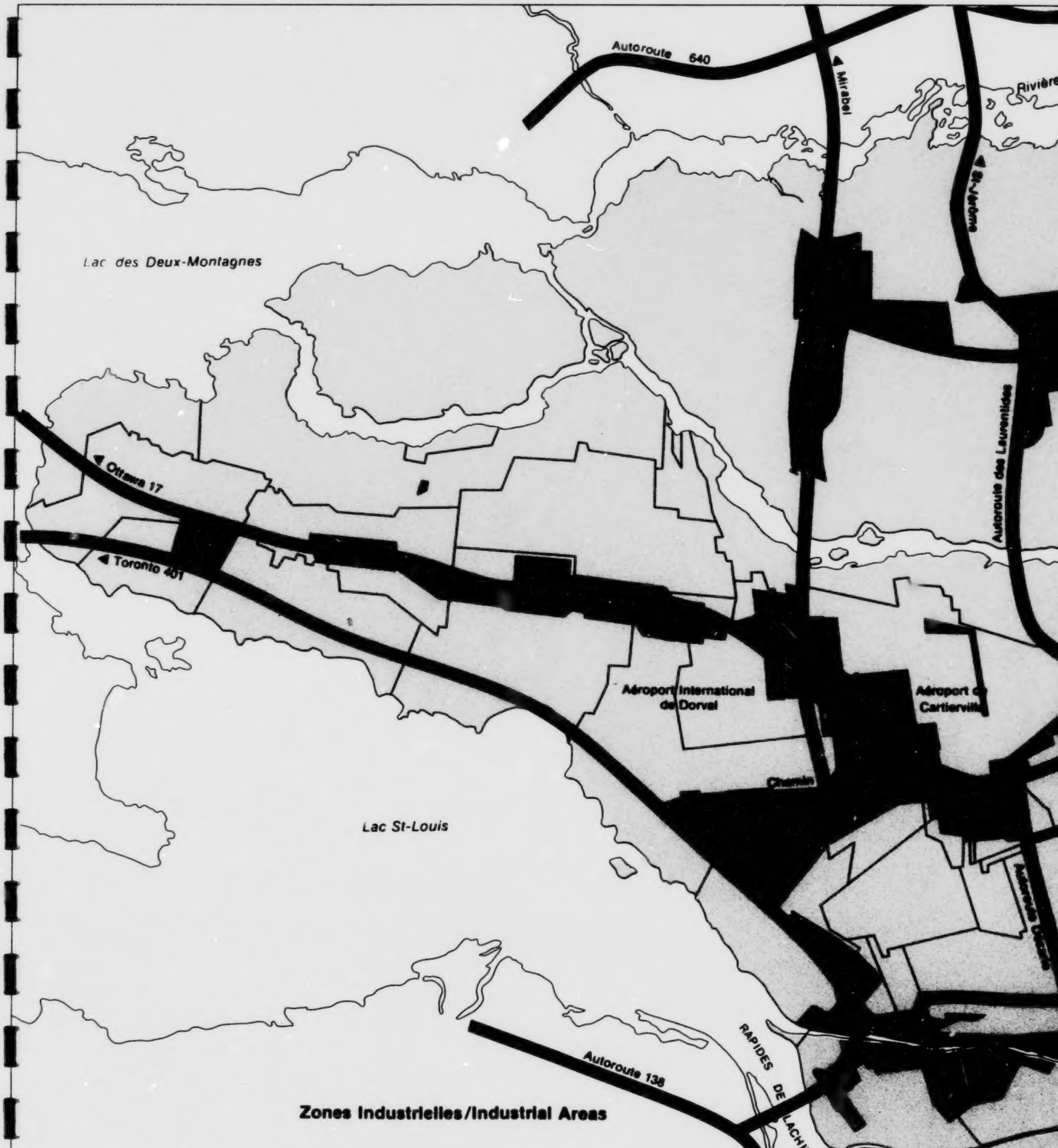
In addition to this available land, there were approximately 697,000 m^2 of built industrial space vacant in the metropolitan region in 1980. At the rate of absorption noted in recent years, this vacant space should be sufficient to meet needs until 1983.[72]

This supply of industrial land and built space is the combined result of the region's industrial decline in relation to the rest of the province and the efforts made by various bodies to create industrial parks competitive with those in the suburbs. The fact is that the MUC accounts for a decreasing share of the leading industries active in the region, and this, combined with the difficulties the traditional sector is experiencing in adapting and modernizing, has contributed to the spreading of industrial activity to more modern sites on the northern and southern rims of the territory. Thus, from 1966 to 1974, the MUC's share in the region diminished considerably, falling from 91% of the industrial establishments to 85%.[73] The City of Montreal was affected severely by this particular situation: during the sample period, its share of the industrial establishments in the region fell from 68% to 61%.[74] It recorded a loss of 345 plants between 1971 and 1975.[75]

Clearly this decline has led to increased efforts on the part of municipal and regional bodies. The MUC's Economic Development Office (EDO) has the mandate of promoting the area in order to attract new business to it, encourage industries in place to expand, and relocate business from elsewhere. This promotion, which is both national and international in scope, is carried on with the co-operation of the various municipal industrial commissions.[76]

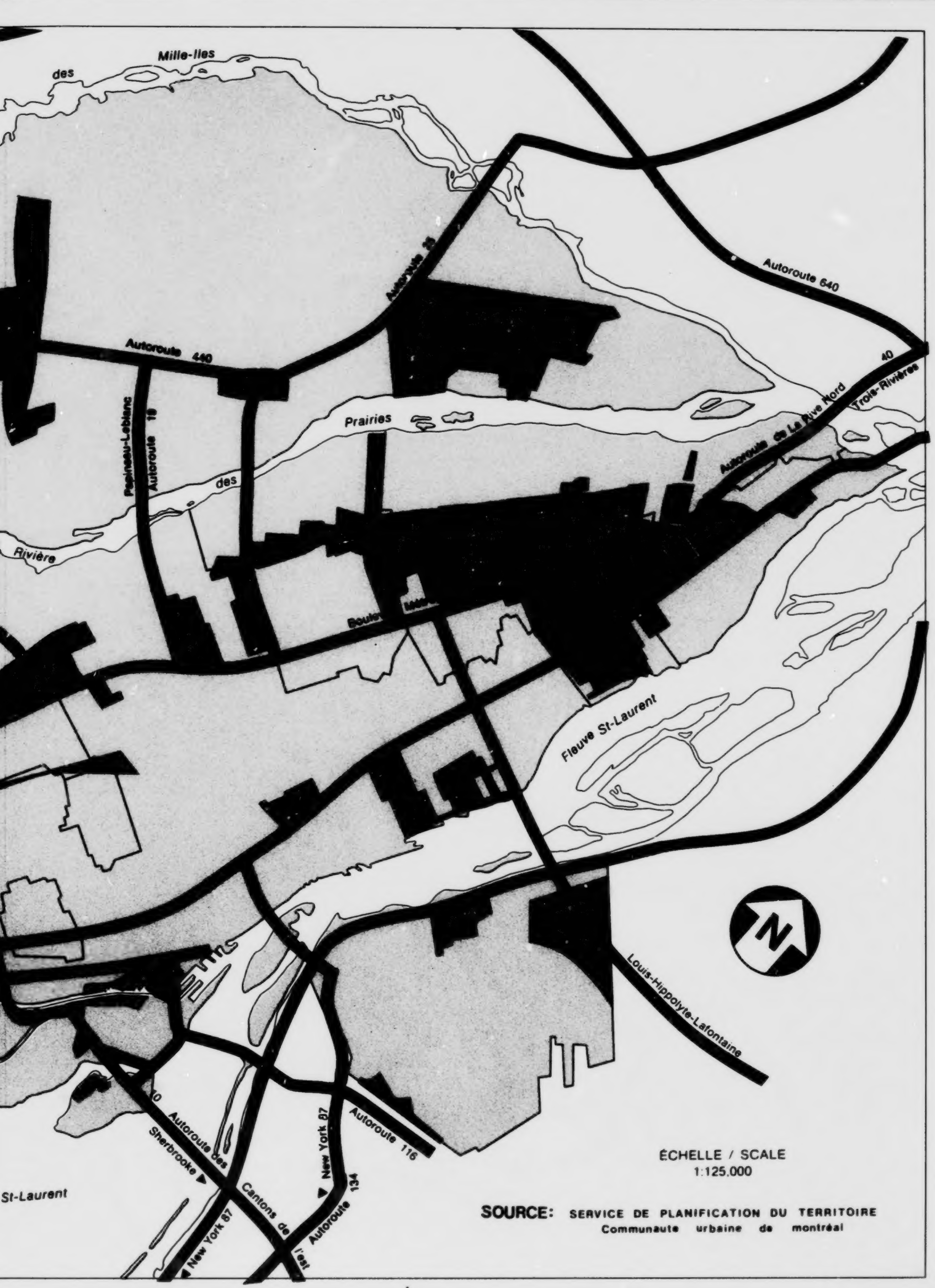
More particularly, the City of Montreal recently established an industrial development corporation, under the purview of the Montreal Economic Development and Initiative Commission (MEDIC). The corporation's mandate is to assist in the rehabilitation and renovation of industrial buildings in order to safeguard existing enterprises. In addition, the City of Montreal has undertaken to identify, purchase and develop sites for industrial use. Five industrial parks were created under this program in 1979 and 1980, and three more are planned for the near future.[77]

1.2.3.5 Housing In 1976, the Montreal metropolitan region contained 924,635 dwellings, 66% of which were apartments, 24.2% single-family homes, 7.7% duplexes and 2.2% townhouses.[78] The northern and southern rims of the MUC are characterized by single-family dwellings, while apartments predominate within the MUC itself. Despite this pattern, an examination of densities per residential hectare reveals that the west Island is characterized by single-family and two-family dwellings that tend to be owner-occupied, whereas the centre and eastern portions of the Island have a concentration of apartment-type dwellings.[79]



Zones Industrielles/Industrial Areas

Zones Industrielles Existantes
Existing Industrial Areas
Zones Industrielles Prévues
Foreseen Industrial Areas
Autoroute 640
Mirabel
St-Jérôme
Rivière
Lac des Deux-Montagnes
Ottawa 17
Toronto 401
Autoroute des Laurentides
Aéroport International de Dorval
Aéroport de Cartierville
Chemin
Lac St-Louis
Autoroute 138
RAPIDES DE LACHINE
Autoroute 132
Fleuv


Mille-Iles
des
Rivière
Autoroute 25
Autoroute 640
Autoroute 440
Papineau-Leblanc
Autoroute 19
Prairies
des
40
Trois-Rivières
Autoroute de La Rive Nord
Boule
Fleuve St-Laurent
N
Louis-Hippolyte-Lafontaine
10
Sherbrooke ▼
Autoroute des Cantons de l'est
▼ New York 87
Autoroute 116
Autoroute 134
▼ New York 87
St-Laurent

ÉCHELLE / SCALE
1:125,000

SOURCE: SERVICE DE PLANIFICATION DU TERRITOIRE
Communauté urbaine de montréal

The City of Montreal accounts for 44% of all dwellings in the Montreal region. The city's apartments, which make up 90% of its housing stock, account for 60% of all apartments in the Montreal region.[80] Since 61.8% of the dwellings in the region are occupied by tenants,[81] it stands to reason that the majority of occupants are tenants, both in Montreal itself and in the MUC.

The evolution of the housing market has resulted in a pattern of urban growth in which in recent years, the single-family dwelling has become the main consumer of space. Household breakdown, the lure of suburban living, and rapidly expanding road access are all factors that have contributed to the erosion of the MUC,[82] such that it accounts for a decreased share of housing starts within the region and development has shifted from the centre and eastern portions of the MUC toward the west. Thus, whereas from 1961 to 1971 62% of the new dwellings in the region were located in the MUC, the figure fell to 46% during the period 1972-1975.[83] During this period, when the trend was toward single-family homes,[84] only municipalities with sufficient space were in a position to take advantage of a surge of unprecedented growth. Thus it was the west Island municipalities which almost alone took on developments competitive with those in suburban communities, while those in the centre and east accommodated higher-density developments.

Since then, the MUC housing market has regained its position in relation to the region. The difficult economic situation and a 26.1% increase in the average price of single-family homes between 1976 and 1979[85] have decreased the demand for such units, with the result that fewer have been constructed in relation to other types of dwellings. This, combined with the costs of inconveniences inherent in suburban life, have given rise to a back-to-the-city movement and the entrenchment of households already residing there. These and other factors militate in favour of the MUC, and since 1980 it has accounted for 48.3% of the housing starts in the Montreal region.[86]

However, this resurgence of the MUC is solely the result of the vitality of the City of Montreal. Of all the municipalities, Montreal was the only one which in 1980 recorded an increase in housing starts, namely 20%.[87] The other MUC municipalities followed the regional trend, which took the form of a 23.2% drop in housing starts from 1979 to 1980.[88]

It is to be hoped that this general slowdown will lead to an upturn in construction, since demand is rising in response to the rapid depletion of the existing stock. Thus, in October 1980, the vacancy rate for the metropolitan region had fallen to 3.4%, as compared to 4.5% in 1979 and 5.5% in 1978 (annual rates). In the MUC, the vacancy rate fell from 4% in 1979 to 3.3% in 1980 and 2.1% in April 1981. The units most in demand were those located in small buildings and those in complexes of some 200 units. The latter complexes, which had a vacancy rate of 1.6% in April 1981, were absorbing the impact of the back-to-the-city movement. Units with more than three bedrooms were in very short supply (with a vacancy rate of .6% in April 1981). With mobility thus reduced, demand is awaiting a resumption of construction, which is being inhibited by the rise in interest rates. Condominiums, jointly owned units and townhouses are growing in popularity.[89]

This shortage is being turned to advantage by the City of Montreal through its stimulative policies which made use of the programs of the Canada Mortgage and Housing Corporation (CMHC) and the Société d'Habitation du Québec (SHQ). With its Operation 10,000 Dwellings, launched in September 1979, the City of Montreal intends to offer an alternative to life in the suburbs and hopes to stabilize and even increase its population. Under this program, 10,000 housing units are to be constructed on municipal properties by the end of 1983. In addition, the City plans to construct 5,000 subsidized rental units over a four-year period, 85% of which are intended for senior citizens. Aid programs for housing rehabilitation and conversion of nonresidential buildings to residential use are among the weapons in the City's arsenal.[90]

1.2.3.6 Construction After peaking in 1976, construction activity in the metropolitan region dropped off, then began a more modest rise in 1979. In the MUC, the cumulative value of contracts awarded in 1981 surpassed the levels reached in 1980 and 1979. It was the housing, commercial and institutional sectors which infused this new vitality in the construction industry.

The housing sector should continue to boom, particularly as a result of the programs of the City of Montreal. Among others, Operation 10,000 Dwellings, extending through 1983, will facilitate major land assemblies, particularly in the target district of Rivière-des-Prairies. The latter district will reveive 596 of the 956 housing units planned for 1982.[91]

Table 2

Distribution and Increase in the Value of Contracts Awarded in the MUC by Activity Sector 1979, 1980 and 1981

	Distribution - % of Whole			% Increase	
Sector	1979	1980	1981	1981/80	1981/79
Housing	22.8	25.6	26.3	165	202
Commercial	23.7	21.1	28.5	250	215
Industrial	7.9	21.1	5.0	110	65
Institutional	18.1	23.2	27.2	203	295
Civil Engineering	27.5	24.0	13.0	41	25

Source: Economic Development Office, MUC, Construction sur le territoire de la Communauté urbaine de Montréal, Bulletin of December 1981.

Commercial construction offers promising prospects. The core area of the MUC is currently in the midst of a development cycle which is expected to last until 1986. Within this cycle, 197,691 m^2 of category "A" office space will be delivered in 1982 and 255,475 m^2 in 1983; no deliveries are expected for 1984, 1985 or 1986, a situation which will result in a supply shortfall of 3.04% in 1986. However, this situation should favour the announcement of new projects currently viable on paper. Assuming that 50% of these new projects are brought on line between now and 1986 and no project currently under way is expanded, the demand for office space in 1987 will be sufficiently strong to bring on another development boom like the one being experienced in the present cycle.[92]

Apart from the 11 core-area building projects to be completed in 1982 and 1983,[93] the MUC will benefit from various developments, including a shopping centre in LaSalle and commercial projects relating to the commercial arteries revitalization program undertaken by the City of Montreal.[94]

As regards to industrial construction contracts, it may be seen that their value diminished in relation to the total value of contracts awarded in 1979, 1980 and 1981. Noteworthy among the projects currently under way is the Petro-Canada heavy oil revitalization plant, which is expected to come on line in mid-1984. Another Petro-Canada plant, designed for viscosity-breaking processes, will commence operations in the fall of 1982.[95]

In the public sector, construction activity is in full swing. The Palais des Congrès will be completed in 1983. The Complexe Guy-Favreau, which is to bring together in one location the various services of the federal government in Montreal, will be completed in 1984. It will consist of two office towers and four mixed-use buildings.[96] Other projects are the development of the Old Port, the expansion and modernization of the Port of Montreal, the extension of Line No. 2 and the construction of the western section of Line No. 5 of the Montreal Metro, and the construction of interceptors for a waste water purification plant presently under construction in the eastern portion of the Island. This plant will come into operation toward the end of the decade.[97] Lastly, it is possible that the Archipel Hydro-electric project will be constructed. This 2,000-megawatt project will be located on the southern edge of the Island, in the Lachine Rapids. It will be large enough to affect the Rivière-des-Prairies, which borders the Island on the north.[98]

1.2.3.7 Institutions The Montreal region hosts a variety of services required by the local, regional and provincial population. The great majority of the federal and provincial services in the region are located in the MUC. Of these services, those of a local nature are to be found at various points throughout the territory, while administrative functions tend to be concentrated at the centre of the Island. The numercus municipal departments have facilities in 29 of the 30 municipal jurisdictions in the MUC.

As regards to education, the elementary and secondary levels are administered by eight school commissions. They operate 603 schools, of which 58% are French-language, 40% English-language, and 2% bilingual. The Commission des Ecoles catholiques de Montréal accounts for 53% of the schools in the MUC. At the community college level, public education is dispensed in 11 CEGEP's* of which 8 are French-language and 3 English-language.[99]

Lastly, seven institutions provide university-level education. The University of Montreal, the Ecole des Hautes Etudes Commerciales and the Ecole Polytechnique share a campus on the north slope of Mount Royal, bounded by Vincent-d'Indy, Decelles and Edouard-Montpetit Streets on the east, Pine Avenue to the north respectively. The campus of McGill University is bounded by Sherbrooke Street to the south, Pine Avenue to the north, University Street to the east and McTavish Street to the west. Concordia University has two campuses, one of which is bounded by Maisonneuve Boulevard to the south and Sherbrooke, Bishop and MacKay Streets to the north, east and west respectively, and the other by Maisonneuve Boulevard to the south, Somerled Avenue to the north, Belmore Avenue to the east, and Broadway Street to the west. Finally, the University of Quebec at Montreal has its campus within the rectangle formed by Dorchester and Maisonneuve Boulevards to the south and north and Berri and St-Denis Streets to the east and west.

In terms of health services, in 1978 there were 59 public hospitals, 20 private ones and two federal ones, providing a total of 23,211 beds. Nearly 49% of the beds are located in the 26 general-care hospitals; 30% are to be found in the 34 hospitals for the chronically ill, and 21% in the 21 hospitals offering pediatric or orthopedic services or accommodating convalescents, mental patients or others.[100]

---

* CEGEP: College d'enseignement géneral et professionel - college offering general education and occupation training.

2.0 CITY OF LAVAL

2.1 INTRODUCTION

With a total area of 24,775.1 hectares, the City of Laval occupies the entire area of Ile Jésus,[101] bounded on the north by the Rivière des Mille Iles and on the south by the Rivière des Prairies. The topography of the island is relatively flat, and its sloping shoreline is subject to spring flooding. Each year, some 607 hectares are affected by these floods.

With its population of 263,347 inhabitants,[102] this municipality 33.8 km in length (east-west axis) and 11.3 km in width is the second largest in Quebec, after Montreal. It achieved this rank after the amalgamation of the 14 municipalities into which Ile Jésus was divided prior to 1965.[103]

Characterized by scattered development, Laval is devoting its energies to altering its image as a "dormitory town". As a secondary economic pole on the northern boundary of Montreal, it has moved into its new role as a regional county municipality by reformulating its policies as set out in the general plan that it adopted in 1970. Contributing to the need for this revision is the fact that the City's population has not grown at the anticipated rate and that a part of its territory, now designated for agricultural use, is subject to a freeze on development.[104]

2.2 URBAN PROFILE

2.2.1 Population

The City of Laval has experienced unprecedented population growth, owing to the depopulation of Montreal Island, the metropolitan region's power of attraction, the marked interest shown in suburban living, and the expansion of the highway system, which has made suburban living compatible with working in the urban core.

Table 3

City of Laval: Actual and Forecast Changes in Population - 1956 to 1991

Year	Population	Year	Population
1956	69,410	1976	246,243
1961	124,741	1981	266,437
1966	196,088	1986	282,222
1971	228,010	1991	292,788

Source: City of Laval - Service des recherches et de la statistique - February 1982

Current forecasts suggest a slowdown in population growth. The costs and inconveniences involved in suburban living and the difficulties of commuting are among the factors that militate in favour of a more modest forecast. Furthermore, agricultural zoning has the effect of preventing the higher densities anticipated in the general plan.[105]

The populated zones tend to be the old town centres of the former 14 municipalities rather than new developments. In 1971, 81.6% of Laval residents listed French as their mother tongue, and in 1980, the mean family income was $26,929.00.[106]

2.2.2 Economic Content

Laval's economic activity is shaped by its exchanges with the northern portion of the metropolis. Laval serves to link the MUC and the lower Laurentians, and this centrality places it in a strong regional position which enables it to compete with the more traditional centres of the norther region. It is for this reason that it has the aspect of a suburban community aspiring to greater autonomy in relation to the metropolis.[107]

The city owes its competitive position to an industrial base oriented toward firms producing modern goods such as transportation equipment, chemicals and metallurgical products. These high-productivity industries use skilled manpower.[108] Furthermore, Laval absorbs the bulk of the new industrial jobs created in the northern rim of the metropolis.[109] The city's importance within the region is reinforced by its specialization in the private tertiary sector. In 1976, Laval was second only to Montreal in terms of employment and manpower in the private tertiary sector.[110] It constitutes the largest commercial concentration in the metropolitan region after Montreal.[111] As regards the value of retail sales within its territory, Laval accounted for 80.8% of the 77.5% increase recorded in the northern rim of the metropolis between 1966 and 1975.[112]

The expansion of the primary, secondary and tertiary sectors, reflected in the growth of the manpower they employ, is contributing to Laval's economic vitality and thus enhancing its autonomy within the region.

Table 4

Distribution (in %) and Increase of Available Employment by Activity Sector: Laval - 1976 to 1981

	Distribution (in %)						Increase
Sector	1976	1977	1978	1979	1980	1981	1976-1981
Primary	1.39	2.89	2.86	3.04	3.23	2.95	188%
Secondary	26.27	25.93	24.93	24.24	24.18	23.96	23.46%
Tertiary	72.34	71.18	72.21	72.72	72.59	73.09	36.78%

Source: City of Laval - Service des recherches et de la statistique - compilation of data in section 1.3.1

It was the primary sector, represented chiefly by farms, quarries and sandpits, that experienced the greatest growth in the period in question. The secondary sector also recorded gains, mainly because of manufacturing industries which provided 64% of the available jobs in this sector in 1981.[113] As regards the tertiary sector, its share of available employment in Laval suggests that the surrounding population is well served.

However, it would be erroneous to view this suburban community as autonomous, even though two-thirds of the available jobs are taken by its population. Laval is a net exporter of manpower, since its job supply is much smaller than its population. This is reflected in the sizable volume of migration for work purposes.[114]

In 1976, 85.6% of such movements were directed toward Montreal Island, including 76.2% toward Montreal proper. Movements occasioned by jobs in the secondary and tertiary sectors are directed toward Montreal Island in proportions of 79% and 61% respectively. Here again it is the City of Montreal which derives most of the benefit.

As a consequence, Laval, like all suburbs, is in a sense a by-product of the metropolis.[115] Its economy has not yet achieved the autonomy so earnestly sought by the various municipal administrations that have governed it.

Finally, it should be noted that in July 1981, the number of active unemployment insurance claimants stood at 8,987.[116]

2.2.3 Urban Structure

2.2.3.1 General Structure The spatial distribution of urban uses in Laval bears witness to the fact that the city was constituted through the amalgamation of 14 municipalities. Areas that were formerly separate administrative units are generally isolated from each other. However, efforts set in motion by the adoption of the general plan in 1970 are responding to the desire for homogeneity of urban uses and harmonious development of the city.[117] The plan has provided a framework for accommodating population growth.

Since the largest share of construction activity has gone into home building, it is not surprising to find that residential uses predominate in Laval, with single-family homes in the forefront. However, the growth of other uses and the decreased share of construction activity directed toward housing suggest that in the future the city will be characterized by greater land-use diversity.[118]

Overall, the city had the following land-use pattern in 1980:

Table 5

Percentage Breakdown of Land Use: Laval (1980)

Use	%	Use	%
Residential	22.65	Commercial	3.47
Industrial	2.17	Public	11.90
Communications	12.66	Open space	.30
		Total developed	53.15
		Agriculture	11.35
		Vacant land	35.50
		TOTAL	100

Source: City of Laval - Service des recherches et de la statistique, Dossier statistique, August 1980, Section 2.1.1

These data show the extensiveness of agricultural and vacant land. This is reinforced by scattered development, which makes it costly to service land. The economic viability of doing so is by no means certain even in the development areas of the city, which in 1979 had a relatively low density of 46.4 persons per residential hectare. Considering the prevalence of urban sprawl, it is not surprising to note disparities in the provision of public utilities and community services.

These difficulties are likely to continue as a result of the provisions of the Act to Preserve Agricultural Land (Bill 90) under which 40% of the territory is reserved for farming.[119] It is probably that increased densities in the existing developed areas will be among the objectives of Laval's new development plan, which as a regional county municipality it must present by 1983 under the Land Use Planning and Development Act (Bill 125).[120]

2.2.3.2 Transportation In 1980, the City of Laval counted 1,231 km of roads within its jurisdiction.[121] Serving the predominantly residential use of the territory, this road system owes its structure to the scattering of urban nodes which constitutes this city's basic land use pattern.

Certain urban arterials are designed to serve only the concentrations in the southern portion of Ile Jésus. This is the case with Cartier, St-Martin, Samson and De La Concorde Boulevards on the east-west axis and Chomedy, Laval, Industriel, Lesage and Vanier Boulevards on the north-south axis. Other arterials cross the Island, such ad Curé-Poirier and Des Laurentides Boulevards running nortn-south and Ste-Rose, Mille Iles and Lévesque Boulevards and Bord de l'Eau Road running east-west. These east-west routes form a ring road encircling the island.

The interregional roads are the Laval Autoroute (No. 440) running east-west and Autoroute No. 25 and the Papineau Autoroute (No. 19) running north-south. Regional Highways Nos. 13 and 15 cross the island north to south. This highway system largely exceeds the needs of Laval residents, since it serves the lower Laurentian communities that maintain economic ties with the MUC.

Laval's urban arterials, including those which serve the island's southern population concentration, are insufficient for the volume of daily movements. At peak hours, the six bridges linking Laval to the MUC are congested. It is worth noting that 61% of the movements of Laval residents are by automobile.[122]

While the automobile is the main mode of transportation employed by Laval residents, the latter may also use mass transit as provided by the Commission de transport de Laval (CTL) in the form of a bus network that crisscrosses the territory. However, low residential densities and the concentration of urban development in a series of modes make the improvement of this serivce economically difficult.

Regarding rail transportation, Laval has only a very limited infrastructure. The Canadian Pacific line crosses the island along Laval Boulevard, forming a junction with a line heading eastward. The Canadian National tracks border the community of Laval-sur-le-Lac at the western end of the island. Two airports serving tourism round out the transportation picture.

As regards to future developments, there are plans for the extension of the Laval Autoroute westward, the extension of the Papinau Autoroute northward and the integration of modes of transportation as put forward by the Ministère des Transports du Québec.

2.2.3.3 Commerce Commercial establishments are to be found throughout Ile Jésus. However, because of its greater population, the southern portion of the island has more commercial activity.

The main commercial arterials are Des Laurentides, Curé-Labelle, Dagenais, Sauvé and De la Concorde Boulevards. The regional shopping centres are concentrated in Laval's core area, bounded on the north by the Laval Autoroute, on the south by Du Souvenir Boulevard, on the east by the Laurentian Autoroute and on the west by the future path of Chomedey Boulevard.[123]

In 1981, the commercial sector was made up of 2,286 establishments generating more than 16,000 jobs. Within the sector, it is wholesale trade that has undergone the greatest expansion in recent years.[124]

Table 6

Laval - Number of Commercial Establishments - 1976 - 1981

Year	Wholesale Trade	Retail Trade	Total
1976	172	1657	1830
1977	201	1727	1928
1978	228	1693	1921
1979	261	1804	2065
1981	343	1943	2286

Source: City of Laval - Service des recherches et de la statistique - March 1982.

According to the City of Laval planning department, retail trade establishments in the core area are to be integrated with office space and housing, with the result that they will occupy relatively little space, namely 10.9 hectares in 1985. The activities of the trade centre (offices, banks, etc.) will occupy 12.9 hectares in 1985 and 17.8 hectares in the year 2000. By then, the core area will cover 65 hectares.

2.2.3.4 **Industry** In recent years this sector has grown steadily. The increasing number of plants and expansions of existing plants reflects the vitality of this sector. Between 1971 and 1981, 132 industries expanded their facilities and 346 established new ones.

However, problems of access to expressways and the absence of adequate rail service are inhibiting the rapid development of industrial space. The city's four industrial parks are currently being used to only 25% of their capacity.[125]

The improvement of industrial infrastructures is one of the concerns of the municipal government.

2.2.3.5 **Housing** Housing is the main land use in Laval. In 1979 it occupied nearly 23% of the total area and 42.6% of the developed land in the city.[126] However, it is losing ground to other uses in relative terms, having occupied 50.1% of the developed land in 1971.[127]

Despite this change, housing construction is being stimulated by demand that is both constant and strong. The construction of single-family housing proceeded at an even pace between 1971 and 1979, while vacancy rates ranging from 0.6% to 2.5% between 1975 and 1977 spurred construction of multi-family structures. However this activity has fallen off drastically as a result of the oversupply recorded in 1978 (vacancy rate of 11.7%). With a vacancy rate of 2.3% in 1981, Laval can look forward to a resumption of construction of this type of housing. Construction of single-family housing, for its part, is experiencing its worst year since 1973.[128]

In 1979, 500.7 hectares of vacant land were serviced, an amount sufficient to accommodate 10,014 new dwellings. On the basis of the rate of housing construction between 1977 and 1981, this reserve of serviced land should be sufficient to meet needs until mid-1985.[129]

3.0 CITY OF LONGUEUIL

3.1 INTRODUCTION

The City of Longueuil occupies the eastern portion of the South Shore of the Montreal metropolitan region. With a flat relief and a total land area of 45 square kilometres, it is bounded on the north by the St. Lawrence River, on the east by the municipality of Boucherville, on the south by the municipality of St-Hubert, and on the west by the municipalities of St-Hubert, Lemoyne and St-Lambert. Its population is adequately served by major highway axes and a mass transit system.

As a result of mixed economic development paced to respond to local and regional needs, Longueuil is finding it easier than other South Shore municipalities to lessen its dependence on Montreal as an economic centre. Its favourable geographic situation, combined with the availability of vacant land, has enabled Longueuil to strengthen and diversify the roles that it plays in relation to its partners on the South Shore.

3.2 URBAN PROFILE

3.2.1 Population

As Quebec's fourth largest city, with a population of 132,860, Longueuil owes its steady growth to its location opposite Montreal, the volume of exchanges across the St. Lawrence, and the power of attraction exercised by the metropolitan region.[130]

Table 7

City of Longueuil: Actual and Forecast Changes in Population - 1961 to 1991

Year	Population	Increase
1961	64,938	
1966	78,120	20%
1971	97,590	25%
1976	122,429	25%
1980	132,860	9%
1986*	145,100	9%
1991*	152,800	5%

Source: City of Longueuil, Bureau d'information.

* Forecasts drawn from L'état de la situation des transports de la Rive Sud de Montréal: Inventaire, problèmes et potentiel, Conseil des Transports de la région de Montréal, p 23, Table 2-4

Population forecasts are for more moderate growth than has been recorded in recent years. These forecasts are based on factors such as the congestion of access routes to Montreal Island and the costs and inconveniences of daily travel.[131]

Finally, it should be noted that in 1976, 65% of Longueuil households inhabited apartments,[132] and that in 1974, the mean annual income and the level of education of Longueuil residents were lower than those of the residents of the other municipalities on the South Shore of the Montreal metropolitan region.[133]

3.2.2 Economic Context

An examination of manpower distribution among the activity sectors reveals that the tertiary sector is an important source of local employment. Within this sector, private enterprise provides the bulk of employment, with public agencies - mainly community colleges and service agencies - playing a lesser role.

The secondary sector employs half of the local residents. The predominance of manufacturing and construction jobs explains why the city's mean annual income is lower than that of other South Shore municipalities.[134]

Longueuil is both an employment pool for the surrounding area and an exporter of employment. An examination of journeys to work indicates that 43.55% of Longueuil's workers travel to jobs outside the city, while 31.5% of journey-to-work movements terminating in Longueuil commence elewhere in the region.[135]

Longueuil has not succeeded in providing its active population with a sufficient number or variety of jobs. Unemployment in the city is closely related to the regional rate, which in July 1981 stood at 8.7%.[136]

Mindful of this problem, the City of Longueuil is making an effort to develop in the direction of economic self-sufficiency through implementation of its "New Community" concept. An advantageous geographical situation, combined with a highway infrastructure in excess of its needs, offers Longueuil the opportunity for economic growth in the industrial, commercial, residential and institutional sectors. The concept is intended to accentuate Longueuil's role as a major urban centre in relation to the other municipalities on the South Shore.

By shifting the downtown from its present location in Old Longueuil, the municipal leaders intend to facilitate economic activity. The new site, bounded by Curé-Poirier, Rolland-Therrien and Jacques-Cartier Boulevards, is close to existing industrial areas and residential and commercial areas slated for development.[137]

However, the success of the concept hinges on the economic co-operation of neighbouring municipalities. It is to be hoped that the forthcoming creation of a regional county municipality will lessen intercity rivalry and lead to co-ordinated efforts to shape the development of the South Shore. The resulting development plan should strengthen the predominant role that Longueuil has acquired in relation to its partner municipalities.[138]

3.2.3 Urban Structure

3.2.3.1 General Structure Longueuil's land-use pattern is the result of both its historical past, dating from 1657, and numerous subsequent amalgamations, the most recent of which, in 1961 and 1969, resulted in the annexation of the former municipalities of Montréal-Sud and Jacques-Cartier and give the city its present boundaries.[139]

The last amalgamation necessitated a reorganization of municipal policies for the purpose of co-ordinating the harmonious development of the city with the imperatives of economic viability. This reorganization was given official expression with the adoption, in February 1977, of a general plan governing land use in both developed and undeveloped areas. The plan divided the city's land into use categories in the following proportions:[140]

Table 8

City of Longueuil: Land Use (%) - 1977

Use	%	Use	%
Residential	47	Commercial	3
Industrial	16	Institutional	4
Open Space	5	Agricultural	3.1
		Other	1.9
		Land bank*	20
		Total	100

Source: City of Longueuil - Bureau d'information

* The land bank consists of land set aside to accommodate the future growth of the city.

The pattern of land occupancy is characterized by a concentration of commercial activities along arterials such as Curé-Poirier, Ste-Foy, St-Laurent and St-Charles. Residential development extends into the northern, southern and eastern portions of the city. Old Longueuil, which is still highly residential, is the historical district bounded on the north by the St. Lawrence River, on the south by Lemoyne Street, on the east by Paul-Pratt Park and D'Amours Street, and on the west by Quinn Boulevard.

Industry is concentrated in the northeast, while vacant land lies to the east. An enclave in the southeast is reserved for agricultural purposes, under the province's Act to Preserve Agricultural Land.

Since the adoption of its general plan, Longueuil has undertaken to implement the "New Community" concept. This concept calls for the creation of a new downtown with an area of 483.9 hectares. It is to encompass residential, commercial and institutional uses. It will accommodate nearly 30,000 persons, who will have access to a recreational system which extends throughout the entire city.[141]

3.2.3.2 Transportation It is impossible to deal with Longueuil's transportation network without mentioning its linkages with those of other South Shore communities and Montreal Island.

Located near several major provincial highway axes, Longueuil is in the path of daily migrations between its neighbouring municipalities and Montreal Island. These road-based migrations generally take place via the Jacques-Cartier Bridge (Route 116) and the Louis-Hippolyte-Lafontaine Tunnel (Autoroute 20). Longueuil residents travel along several arterials in order to reach these two structures: Chambly Road and Taschereau and Curé-Poirier Boulevards.

In addition to private transportation, mass transit is used for intermunicipal and cross-river movements. The Montreal Urban Community Transit Commission (MUCTC) serves Longueuil in the form of a surface transit system linked to Montreal by the Jacques-Cartier Bridge and Line 4 of the Montreal Metro. Another agency, the Commission de Transport de la Rive Sud de Montréal (CTRSM) serves part of Longueuil and all the South Shore. Finally, other journeys across the river take place by rail, utilizing the Canadian National (CN) stations at St-Lambert and St-Hubert, municipalities bordering on Longueuil.

Despite the infrastructure available to it, mass transit is under-utilized. Its effectiveness is reduced by heavy traffic on the road system and congestion on approaches to the Metro. In order to improve the situation, a parking facility has been constructed near the Metro station. With a capacity of 1,200 spaces, it is currently at its optimum level of use.

Peak-hour congestion on the bridges is particularly severe since most movements (75%) terminate or originate on Montreal Island.

In order to alleviate the mass transit problems encountered in this part of the South Shore, COTREM is considering improving access to the Montreal Metro, extending the Metro on the South Shore, upgrading the CN rail system and designating a reverse-traffic lane for busses using the Jacques-Cartier Bridge.[142]

As a proportion of the housing stock, rental accommodation has increased more rapidly in Longueuil than in other South Shore municipalities. Representing only 50% of the stock in 1971, it had risen to 65% by 1976. The expansion of the rental market began in 1968 as a result of a surge in the construction of multi-family dwellings.

After peaking in 1971, the volume of housing construction has varied widely. Form 1976 to the present, it has fallen sharply. Only single-family construction continues unabated. Despite this fall-off in activity, there is room for an increase in the stock, since the general plan approved in 1977 calls for medium and high density residential areas. According to the plan, 28,000 units may be constructed in as yet undeveloped areas, situated in three parts of the city: first, east of Chambly Road and south of Jacques-Cartier Boulevard; second, near the outdoor recreation facility; and third, east of Roland-Therrien Boulevard and south of Curé-Poirier Boulevard.[146]

3.2.3.6 Institutions This seector occupies 4% of the land area of Longueuil.

In terms of educational facilities, Longueuil has one CEGEP, three composite schools, eight secondary schools, seven private institutions, seven institutions for adaptation to education and twenty-nine primary schools. The territory of the city is divided up among five local or regional school commissions.

As regards to health services, there are two hospitals and fourteen clinics, with a total capacity of 200 beds.[147]

4.0 GOVERNMENT LAND PLANNING POLICY AND OBJECTIVES - LOCAL ISSUES

4.1 MUNICIPAL OBJECTIVES

4.1.1 Municipalities within the Montreal Urban Community

We focussed our attention on the municipal objectives of the City of Montreal. Because of its preponderant role in all urban functions, it has the greatest effect on land-use planning within the territory of the MUC. The other member municipalities have a direct influence on this process, but for the most part their positions are dependent on those taken by the City of Montreal.

In 1980, the City of Montreal obtained legislative changes enabling it to establish aid programs for building construction, renovation and demolition. The other municipalities do not have equivalent power to stimulate activity sectors that affect the development of their respective territories.

A. GENERAL

(i) **Objective:** Regenerate the traditional city.

Program: Development of programs for housing, industry and commerce.

B. TRANSPORTATION

(i) **Objective:** Increase the storage area in the Port of Montreal.

Program: Acquisition of land for development of a container storage area.

C. COMMERCIAL

(i) **Objective:** Enable the commercial streets to compete with suburban shopping centres.

Program: Revitalization of commercial arteries in order to increase their competitive capacity by 25% within three years.

Project: Encourage the voluntary creation of Sociétés d'Initiatives et de Développement des Artères Commerciales (SIDAC's) through preferential financing.

Improve the appearance and accessibility of commercial streets through street beautification, expansion of mass transit services and an increase in parking facilities.

D. INDUSTRY

(i) **Objective:** Revitalize Montreal's economy by offering alternatives to suburban industrial parks.

Program: Development of industrial parks.

Industrial promotion and incentives to rehabilitate and renovate industrial buildings.

Project: Creation of the Société de Développement Industrielle de Montréal (SDIM).

Purchase and development of the following industrial parks: Moreau, Rivière-des-Prairies, Louis-Hyppolite-Lafontaine, Iberville, Royalmount, Guy-Bridge and Moreau-Notre-Dame.

Under the auspices of the SDIM, rehabilitation and renovation of deteriorated areas.

E. HOUSING

(i) **Objective:** Re-establish the demographic and socio-economic balance of Montreal's population by increasing the density of developed areas.

Program: Assembly of vacant land for the construction of new dwellings. The program will be carried out in the framework of "Operation 10,000 Dwellings", over a period of 4 years.

Aid for the conversion of non-residential buildings to residential use.

Aid for home construction.

Aid for the demolition and reconstruction of irreparably deteriorated residential buildings.

Aid for the rehabilitation of dwellings and residential buildings.

Rehabilitiation of Old Montreal.

These programs are financed to varying degrees by the Canada Mortgage and Housing Corporation (CMHC), the Société d'Habitation du Québec (SHQ) and the City of Montreal.

Project: Every district is eligible for these programs. However, the order of priorities differs from one program to another. The Rivière-des-Prairies district, however, is the focal point of the increased density program. Further south, the rectangle formed by the former Angus plants will accommodate 2,000 housing units. Old Montreal is currently the object of a vast rehabilitation operation, jointly funded by the City of Montreal, the province and the federal government.

4.1.2 City of Laval

The City of Laval has recently undertaken the complete revision of its 1970 general plan. This document called for integral development of land within the city on the basis of a hypothesis of rapid growth.

In actual fact, not only did the anticipated growth fail to materialize, but agricultural zoning (Bill 90) was instituted, with the result that some 40% of the city's land was withdrawn from future development. In addition, the Land Use Planning and Development Act (Bill 125), which confers upon the City of Laval the responsibilities of a regional county municipality, obliges it to revise its policies. The city's objectives will be brought forth after the adoption of a new general plan in 1983.

4.1.3 City of Longueuil

The City of Longueuil in 1977 approved a general plan in which the master development concept sets out various objectives.

A. GENERAL

(i) **Objective:** Heritage Preservation.

Program: Restoration of Old Longueuil.

(ii) **Objective:** Preservation of open space.

Program: "New Community" concept.

(iii) **Objective:** Beautification.

(iv) **Objective:** Protection of the environment.

(v) **Objective:** Protection of the quality of life.

(vi) **Objective:** Viability of development.

B. TRANSPORTATION

(i) **Objective:** The development of roadways should be carried out in such a manner as to avoid creating physical barriers and should give ample scope to landscaping.

C. COMMERCE

(i) **Objective:** Encouragement of homogeneous zones of commercial activity.

Program: Implementation of the master development concept:

- consolidate commercial activity along designated arteries;
- integrate automobile, pedestrian and bicycle movement into commercial areas.

Project: Location of specialty shops in the area of the future downtown.

Creation of three shopping complexes in the main activity sector extending along Jacques-Cartier and Curé-Poirier Boulevards.

Installation of large-scale businesses along future arterials Julien-Lord, Lafontaine and Curé-Poirier.

Installation of prestige stores along Roland-Therrien, Lafontaine and Julien-Lord Boulevards.

Designation of the area around Place Charles-Lemoyne for office buildings.

D. INDUSTRY

(i) **Objective:** Detailed development of planned industrial zones.

Program: Implementation of the development plan for industrial zones.

Project: Designation of the zone within the Julien-Lord Boulevard axis for light and prestige industries.

E. HOUSING

(i) **Objective:** Gradual development of vacant areas.

Program: Development of areas by order of priority.

Project: Priority in development for the southern portion of the city (Zone UV: 1, 2, 4, 6, 7, 8, 9, 10, 21, 22) and the future downtown.

Subsequent development of the eastern portion of the city.

F. RECREATION AND OPEN SPACE

(1) **Objective:** Creation of a recreation network, as opposed to a series of neighbourhood parks and isolated open spaces.

Program: Development and implementation of the "New Community" project.

Project: Creation of the network linking islands of greenery and recreational spaces.

Convergence of the network on the outdoor recreation facility.

Construction, at the facility, of a reception centre, a rest area, recreation areas, an artistic, cultural and physical activities centre and an interpretation facility.

4.2 REGIONAL OBJECTIVES: MUC

The Montreal Urban Community was required to adopt a development plan before the end of 1976. However, no consensus emerged following the presentation of a preliminary plan to the Council of the MUC in February 1976. A subcommittee on the objectives of the development plan was established, and in 1978 it submitted a set of guidelines for land development within the MUC. These guidelines were not adopted by the MUC Council.

It should be noted that even if the development plan and guidelines had been given expression in regulations issued by the Council, the MUC's membe municipalities would not have been obliged to put them into effect. The fact is that even today, the absence of enforcement provisions in the Montreal Urban Community Act has the effect of making any MUC development plan a mere reference document. The Quebec government is currently considering Bill 46 to amend the MUC Act. The bill would endow the MUC with new powers over development. It would provide for development in the MUC to be carried out in accordance with criteria similar to those contained in the Land Use Planning and Development Act (Bill 125), in which development becomes a joint responsibility of the municipal, regional and provincial governments.

In the event, pending official adoption of another development plan, we have drawn objectives from the 1973 preliminary plan, the recommendations of the 1978 subcommittee on development objectives, and the annual report of the MUC for the years 1976 to 1980.

A. GENERAL

(i) **Objective:** Preserve undeveloped areas subject to regulated urban uses.

Program: Create land banks.

Project: Adopt a development plan.

B. TRANSPORTATION

(i) **Objective:** Promote some form of rapid transit between Mirabel International Airport and the MUC.

(ii) **Objective:** Achieve gradual integration of all modes of transporting people.

Program: Participate in the Province's integrated transportation plan.

Project: Improve rail service.

(iii) **Objective:** Expand underground metro service.

Program: Extend existing lines.

Construct a new line.

Project: Extend Line 2 in the north-south direction, namely from Plamondon Station to Salaberry.

Construct Line 5 on an east-west axis, from Snowdon Station to Anjou Station.

C. COMMERCE

(i) **Objective:** Recognize the existence of urban subcentres and concentrate tertiary-type activities serving a population of 200,000 in them.

Program: Adopt a development plan.

Project: The subcentres would be situated in the municipalities of Anjour, St-Laurent and Dollard-des-Ormeaux.

D. INDUSTRY

(i) **Objective:** Induce industrial establishments to locate outside residential areas.

Program: Establish criteria for compatibility between the various urban uses.

Project: Adopt a development plan.

Ensure that space required for industrial relocation is distributed wisely.

Prohibit residential construction within designated areas.

Provide for a transportation infrastructure affording adequate accessibility of manpower.

(ii) **Objective:** Control the expansion of the existing petroleum complex.

Avoid the scattering of petroleum installations throughout other parts of the territory.

Program: Adopt a development plan.

E. HOUSING

(i) **Objective:** Discourage low-density subdivisions and excessive concentration of dwellings.

Program: Adopt a development plan.

F. INSTITUTIONS

(i) **Objective:** Develop an intermunicipal water purification system.

Program: Construct interceptors as well as a waste water purification plant. This program is estimated to cost $1.5 million.

Project: Extend the North Shore interceptor into the municipalities of Pierrefonds and Ste-Anne-de-Bellevue.

Construct the South Shore interceptor from east to west of the Island.

Construct the discharge channel, to be located on Ile-aux-Vaches.

(ii) **Objective:** Study, with the municipalities and other bodies, the location of sites for the treatment and disposal of solid wastes and materials and the dumping of snow.

G. RECREATION AND OPEN SPACE

(i) **Objective:** Establish a system of developed regional parks.

Program: Proceed toward gradual acquisition of 195 hectares of land by the MUC, 40 hectares by the municipalities and 20 hectares by the Quebec government.

Project: Create the following parks: Cap St-Jacques, Anse à l'Orme, Bois de Liesse, Bois de Saraguay, Ile de la Visitation, Rivière-des-Prairies, Bois de L'Héritage et Bois de la Réparation.

(ii) **Objective:** Create a cycle path encircling Montreal Island.

Project: Establish an integrated intermunicipal network of cycle paths.

(iii) **Objective:** Increase the accessibility of shores and bodies of water.

Program: Development of waterside parks.

Project: Development of the Old Port of Montreal. Development of the Lachine Canal for recreational purposes.

4.3 PROVINCIAL OBJECTIVES

In April 1978, the Ministère d'Etat à l'aménagement (Ministry of State for Development) made public the preferable development option for the Montreal region. This option was set out as follows:

> Consolidation of the urban fabric within the present urban limit line and accelerated redevelopment of Montreal Island in terms of quality of life.[148]

This option falls within the terms of reference of the Ministère d'Etat à l'aménagement, which includes proposing an overall strategy for government investment in the Montreal region.

A. GENERAL

(i) **Objective:** Contribute to the consolidation of the urban fabric.

Means: Act to Preserve Agricultural Land (Bill 90).

Land Use Planning and Development Act (Bill 125).

(ii) **Objective:** Avoid involving the government in the installation of new facilities likely to encourage urban sprawl.

(iii) Objective: Make intensive use of land subject to public investment.

(iv) Objective: Make intensive use of public infrastructures.

(v) Objective: Accentuate the role of Montreal as the cultural focus of the province.

(vi) Objective: Ensure that the guiding principles of Bill 125 apply to the MUC.

Program: Compel the member municipalities of the MUC to conform to the plan and oblige the provincial government to set guidelines for the MUC.

Project: Bill 46 amending the Montreal Urban Community Act.

(vii) Objective: Increase the tourism potential of Montreal Island.

Project: Construction of a Palais des Congrès.

Development plan for Man and His World.

(viii) Objective: Restore the tourism potential and the cultural heritage of Old Montreal.

Program: The Société immobilière du patrimoine architectural de Montréal has undertaken the promotion, construction, restoration and development of the residential, commercial and tourist areas of the historical district of Old Montreal.

(ix) Objective: Generally enhance the satisfaction that the population derives from its contact with water.

Program: Feasibility study on the integrated development of the waters of the Montreal archipelago. Deadline spring 1983.

Project: The "Archipel" project involves the mixed development of the rivers and lakes of the Montreal archipelago, with a view to achieving integral development of the various uses of water. A water management plan will improve the shoreline habitate, develop access to this resource and increase the security of the energy supply.

B. TRANSPORTATION

(i) **Objective:** Offer an alternative to use of the automobile.

Program: Promotion of the use of mass transit and gradual implementation of the integrated transit plan.

Project: Integration of the various modes of mass transit in the Montreal region (Montreal Island, Laval, North Shore and South Shore).

Interzonal and intermodal integration of fares.

(ii) **Objective:** Improve the accessibility of the main activity centres on Montreal Island via mass transit.

Program: Implementation of the integrated transit plan over 10 years, with priority to serving the centre of the Island.

Project: By 1991: extension of Line 2 and construction of Line 5 (from Snowdon Station to Anjou Station).

By 1988: completion of the surface metro between College Station and Pointe-aux-Trembles.

By 1989: completion of the surface metro between the central station and Pierrefonds.

Beyond 1990: establishment of a surface metro link between Montreal Island and Mirabel Airport, with stations in Laval.

(iii) **Objective:** Bring about direct service between Mirabel and Montreal, Albany and New York.

(iv) **Objective:** Closely integrated the port into the urban environment.

Program: Short and long-term development of the Port of Montreal.

Project: Site acquisition for development of the Tarte, Laurier and Task Piers and expansion of port activities between the Jacques-Cartier Bridge and the Louis-Hyppolite-Lafontaine Tunnel.

Racine Pier development, phases 1 and 2.

C. INDUSTRY

(i) **Objective:** Promote the redevelopment of old industrial areas and the development of new ones in conformity with the preferable development option.

D. HOUSING

Housing programs operating on a provincial scale have an impact on the Montreal region.

(i) **Objective:** Promote infill.

Project: By 1986: production of 1,687 subsidized rental units on Montreal Island (HLM program).

By 1986: establishment of 475 new housing co-operatives, totalling 7,500 new housing units on Montreal Island (Logipop program).

Renovation of 4,300 dwellings in 1982-1983 under the Logipop program.

Homeownership assistance program.

E. INSTITUTIONS

(i) **Objective:** Ensure that public funds and facilities do not generate pressures leading to urban sprawl in areas outside Montreal Island, Laval and Longueuil.

Program: Headquarters-type government operations should be located downtown.

Government operations of a regional nature should be located downtown or along the north-south axis of the Montreal Metro.

New health and educational facilities will be developed outside Montreal Island in order to respond to population growth on the north and south of the Montreal region.

(ii) **Objective:** Maintain the centripetal and regional role of health and educational facilities on Montreal Island.

Program: Improvements of water quality.

Acquisition ot waterfront parkland.

Remedy the lack of parks in the northern portion of Montreal Island.

Project: Improvement of water quality in the Rivière des Prairies and the Rivière Mille Illes and Lakes Deux-Montagnes and St-Louis.

Acquisition and development of regional parklands.

Creation of waterfront parks along the St. Lawrence River, at the Lachine Rapids, Ile Ste-Thérèse and the Iles de Boucherville.

Creation of a waterside park in the eastern part of Laval.

4.4 FEDERAL OBJECTIVES

FEDERAL LAND MANAGEMENT (FLM) POLICY

It is the policy of the government that federal real property be managed economically and efficiently and that it be managed so as to combine the efficient provisions of government services with the achievement of wider social, economic and environmental objectives.

OTHER OBJECTIVES

The following federal objectives were primarily derived from the First Annual Review of the Senior Interdepartmental Committee on Urban Affairs and other federal policy documents.

A. General

(i) To achieve a more balanced pattern of growth in metropolitan areas.

(ii) To achieve a more balanced pattern of cities and towns, with increased emphasis on small, medium-size and new communities.

(iii) To improve the physical environment of larger urban centres.

(iv) To improve the social environment of larger urban centres.

(v) To contribute toward the efficient and effective development and use of urban services.

(vi) To encourage the efficient use of scarce energy resources.

B. Program-Related

(i) To ensure an adequate supply of serviced residential land.

(ii) To conserve and improve stable, low and moderate income residential areas.

(iii) To promote neighbourhood conservation and revitalization.

(iv) To assist in the development and rehabilitation of housing for rural and native groups.

(v) To enhance the quality of the environment by the improved management and utilization of natural resources.

(vi) To realize the potential of each region, through economic and social development.

(vii) To attract investment into relatively slow-growth areas.

(viii) To provide facilities to foster the optimum development of marine transportation.

(ix) To preserve Canada's historic heritage.

(x) To preserve lands of particular ecological value.

(xi) To assist municipalities in undertaking a program of rail relocation.

(xii) To ensure that federal government institutions do not build or support any future flood-vulnerable developments in flood risk areas.

C. OBJECTIVES DIRECTLY RELATING TO THE STUDY AREA

(i) Rationalize urban development.

(ii) Improve industrial and highway infrastructures.

(iii) Stimulate investment in the manufacturing sector, modernize the industrial structure and distribute industrial activity, under DREE's "Montreal Special Area" program, which runs until 1984.

(iv) Improve water quality in the Montreal region, under a Canada/Quebec agreement.

(v) Promote the expansion of tourism through financial participation in parks at Boucherville and the Vaudreuil-Soulanges outdoor recreation facility.

(vi) Modernize suburban trains.

(vii) Maintain and rehabilitate the Lachine Canal. A fifteen-year program has been launched for this purpose. It includes:

- stabilizing the Lachine, Côte St-Paul, Des Seigneurs and Bonaventure locks and putting them into operation;
- rehabilitating highway and rail bridges;
- constructing public areas;
- redeveloping the banks;
- land acquisition.

(viii) Increase Montreal's tourism potential through financial participation in the construction of the Palais des Congrès.

(ix) Improve the quality of life for Montrealers by simultaneously redeveloping the waterfront and the adjacent Old Montreal. This will involve demolishing, clearing and relocating port facilities located in the vicinity of De la Commune Street. Redevelopment of the Jacques-Cartier Pier, renovation of Bonsecours Market and redevelopment of the sides of the Market Basin through the construction of 2,000 housing units are other elements of the project. In addition, 800 to 1,000 housing units will be constructed in the Cité du Havre. Port activities of the Old Port will be concentrated on the Bickerdike and Pointe-du-Moulin piers.

5.0 FEDERAL PROPERTIES

5.1 CHARACTERISTICS OF FEDERAL PROPERTIES

Of the 108 properties to be found in the study area, 98 are located within the MUC, 5 in Laval and 5 in Longueuil. In all, 15 departments or agencies manage a total of 4,163 hectares of land with 1,736,862.3 m^2 of gross building area. PWC,* DND and TC are the main proprietors, with 48.51%, 16.6% and 7% respectively of all federal buildings in the study area. It is PWC which possess the greatest number of buildings within the MUC, in Laval and in Longueuil.

In terms of land area, including both vacant land and land with buildings, TC, NHB and CSC have the largest holdings, with 43.1%, 34.2% and 6.9% of the total inventory. PWC is far behind with 1.9% of the inventory. As regards gross building area, NHB, PWC and DND are the largest proprietors, with 33.5%, 28.9% and 16% respectively of the total.

---

* - See Appendix B for the meaning of abbreviations.
- 27 properties of CPC are included in the PWC total.

Table 9

Breakdown* of Landholdings and Gross Building Areas (m^2) by Department or Agency and of Properties by Study Area

	Land	Building Area	No. of Properties		
Department	ha	Gross m^2	MUC	Laval	Longueuil
PWC	78.71	501,442,83	45(22)	4(3)	3(2)
DND	124.37	278,231.05	18	0	0
TC	1,795.73	4,530.63**	7	0	1
CSC	289.09	119,456.75	4	1	0
DFO	2.65	3,028.07	6	0	0
RCMP	0.7	30,000.00	1	0	0
SLSA	288.01	3,683.34	2	0	1
SSC	45.89	43,889.39	2	0	0
CBC	9.8	143,587.35	3	0	0
DOE (PC)	6.36	16,479.82	3	0	0
HWC	2.17	9,863.33	1	0	0
DOE	0.01	1,093.22	2	0	0
AGR	0.17	432.15	1	0	0
NHB	1,425.00	581,143.82	1	0	1***
INA	58.06m^2	0.74	1	0	0
DOE and	84.63	N/A	1****	0	0
PWC	10.06	N/A	1****	0	0
TOTAL	4,163.35	1,736,862.3	98(22)	5(3)	5(2)

Source: Compilation prepared on the basis of property evaluations provided by the departments and agencies.

( ): CPC properties.

* Includes only the properties of each department or agency.

** This amount does not include the figure for the Montreal International Airport. The latter figure is not currently available.

*** The Port of Montreal, which belongs to the NHB, extends onto the South Shore. Being the same property, it is not included in the total for Longueuil.

**** The Lachine Canal is the joint responsibility of DOE and PWC. It is considered as a single holding in the MUC property total.

It should be noted that departments and agencies frequently occupy space owned by PWC but that the reverse is not true. This clearly illustrates the role of PWC, which meets the needs of more than 35 departments and agencies and deals with the private sector.

For these purposes, PWC owns some 396,303 m^2 of rentable space and leases 242,246.7 m^2 from the private sector. In addition to this total of 638,549.7 m^2 of the floor space, PWC owns 136,956.1 m^2 of land not covered by structures.

The following table shows that PWC's holdings are mainly concentrated in the MUC.

Table 10

Breakdown of Rentable Space and Land in Square Metres, by Tenure and Location

Area	Availability	Rentable Space (m^2)		Land (m^2)
		Owner	Tenant	Owner
MUC	In use	354,233.7	219,127.2	70,080.2
	Vacant	30,624.5	1,355.2	66,875.9
Laval	In use	8,977.8	11,004.0	0
	Vacant	0	0	0
Longueuil	In use	1,626.4	10,760.3	0
	Vacant	840.6	0	0
TOTAL		396,303.0	242,246.7	136,956.1

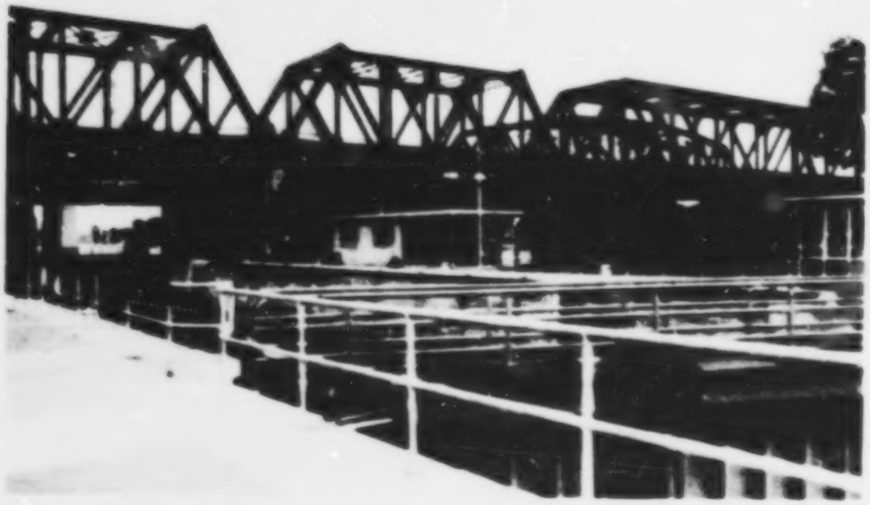
Source: PWC - MIS, April and May 1982.

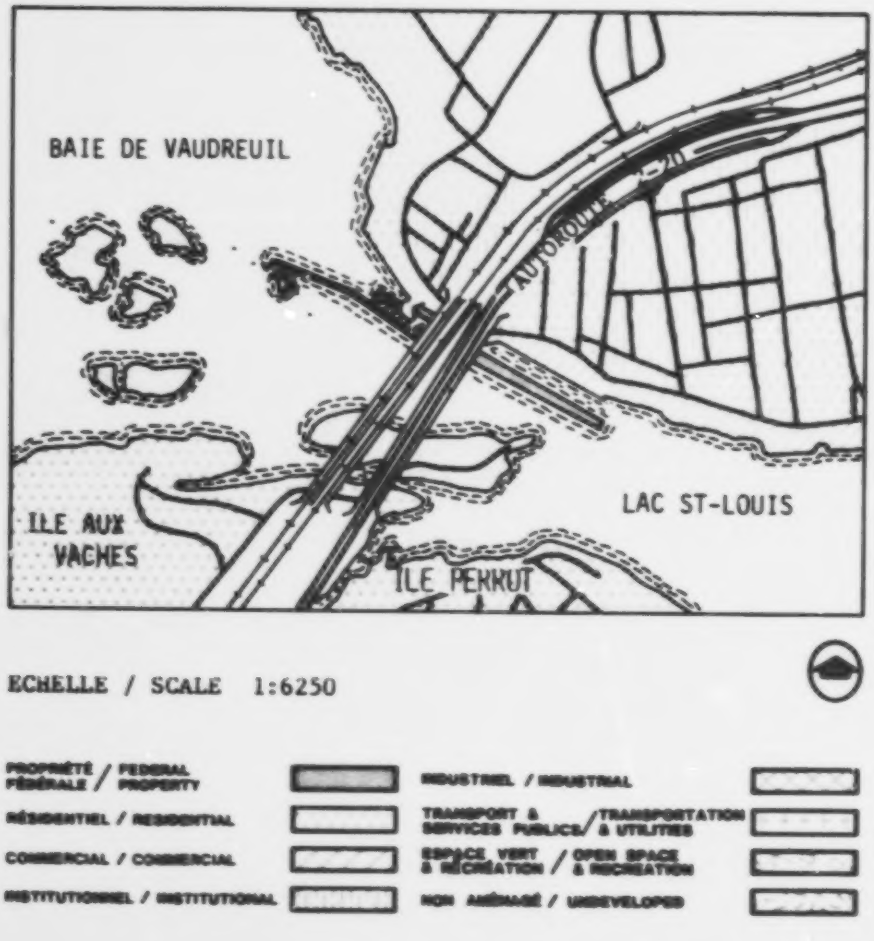
Note that this inventory will be affected by the completion of the Guy-Favreau Complex (5.2.72). In fact all the development strategy of the various departments located in the CBD is influenced by the presence of this real estate centre. As early as July 1983, PWC will proceed with the gradual move of twenty (20) departments or agencies presently occupying 44,267 m^2 of space leased from the private sector. Also, three (3) federal properties (5.2.58, 61, 74) involving 4,600 m^2 will be partially vacated.

Space managed by PWC is used for various purposes - office, storage, workshops, laboratories, services to the public, film production, premises for private firms including industries and businesses, and housing. CPC was PWC's largest client, accounting for the use of 29 of its 52 properties. Since July 1982, 27 properties had been transferred from PWC to the Canada Post Corporation by Order in Council PC 1982-2091, pursuant to the Canada Post Corporation Act, effective October 16, 1981.

Figure 1

EC ÉCLUSE DE STE-ANNE-DE-BELLEVUE
DOE STE-ANNE-DE-BELLEVUE LOCK




BAIE DE VAUDREUIL
AUTOROUTE
ILE AUX VACHES
LAC ST-LOUIS
ILE PERROT
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2 PROPERTY DESCRIPTIONS

5.2.1 DOE - Ste-Anne Lock

Location: Ste-Anne-de-Bellevue
Periphery

SITE	STRUCTURE(S)
Area: 2.08 ha	**Number:** 5
Acquisition date(s): 1840	**Use:** Control & administration
% Occupied by Structures: 1%	**Occupant(s):** DOE and TC
Parking: 5	**Gross area:** 332.46 m^2
Access: Very Good	**Storey(s):** 1
Zoning: Public	**Construction date(s):** 1929, 1962, 1966 and 1973

Surrounding Land Use: Residential

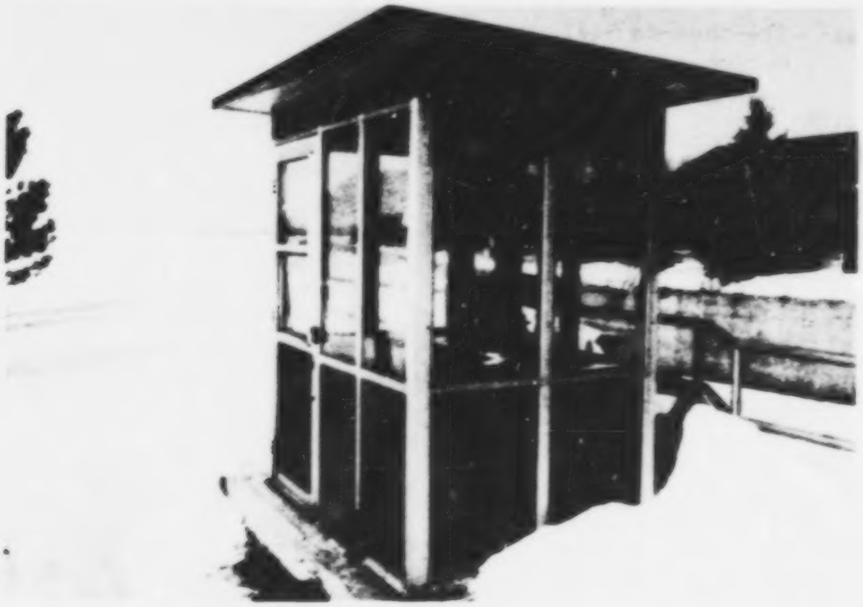
CRPI: Not Inventoried

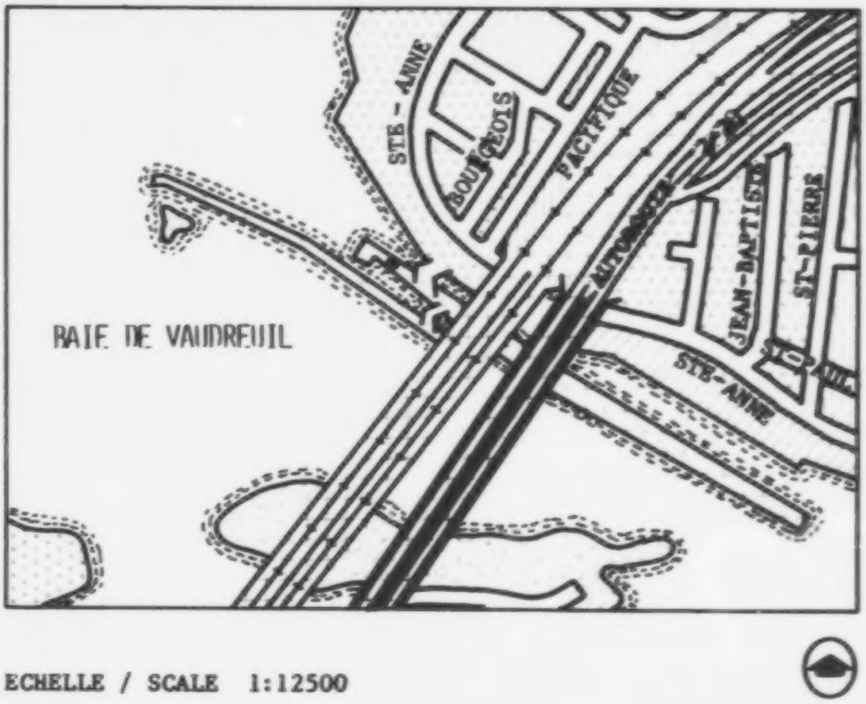
It was in 1840 that construction began on the Ste-Anne-de-Bellevue lock. It was opened three years later. From 1875 to 1880 further construction took place, resulting in a new canal entrance.

The owner designation on the previous page should be DOE-PC instead of DOE.

Figure 2

MPO STATION DES MARÉES ET NIVEAUX DE L'EAU
DFO TIDES AND WATER LEVEL STATION




STE - ANNE
BOURGEOIS
PACIFIQUE
AUTOROUTE 2-20
JEAN-BAPTISTE
ST-PIERRE
BAIE DE VAUDREUIL
STE-ANNE
ST-PAUL

ECHELLE / SCALE 1:12500

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	⊠
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.2 DFO - Tides and Water Level Station, Ste-Anne-de-Bellevue Lock

Location: Ste-Anne-de-Bellevue Lock, Ste-Anne-de-Bellevue Waterfront

SITE	**STRUCTURE(S)**
Area: 2.82 m^2	**Number:** 1
Acquisition date(s): 1960	**Use:** Recording of water level
% Occupied by Structures: 100%	**Occupant(s):** DOE
Parking: N/A	**Gross area:** 2.82 m^2
Access: Good	**Storey(s):** N/A
Zoning: Public	**Construction date(s):** 1920, 1960, 1973

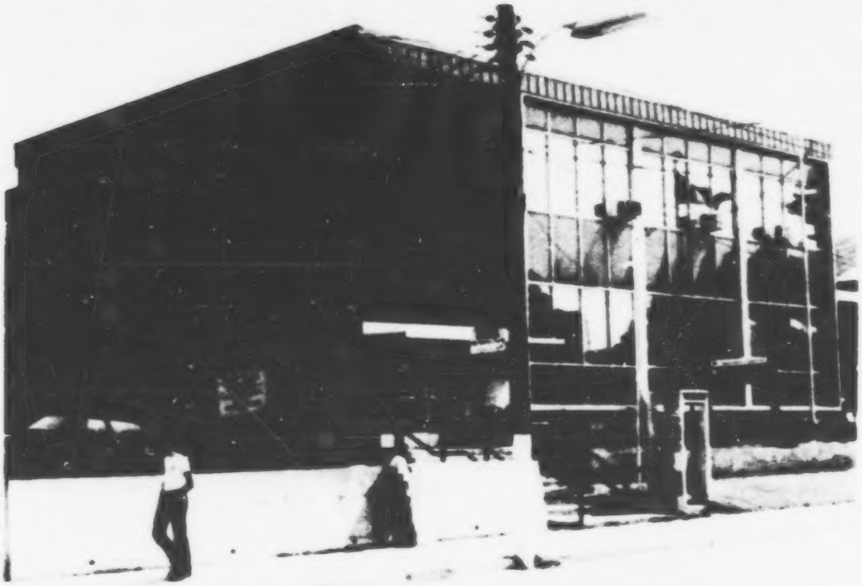
Surrounding Land Use: Lock

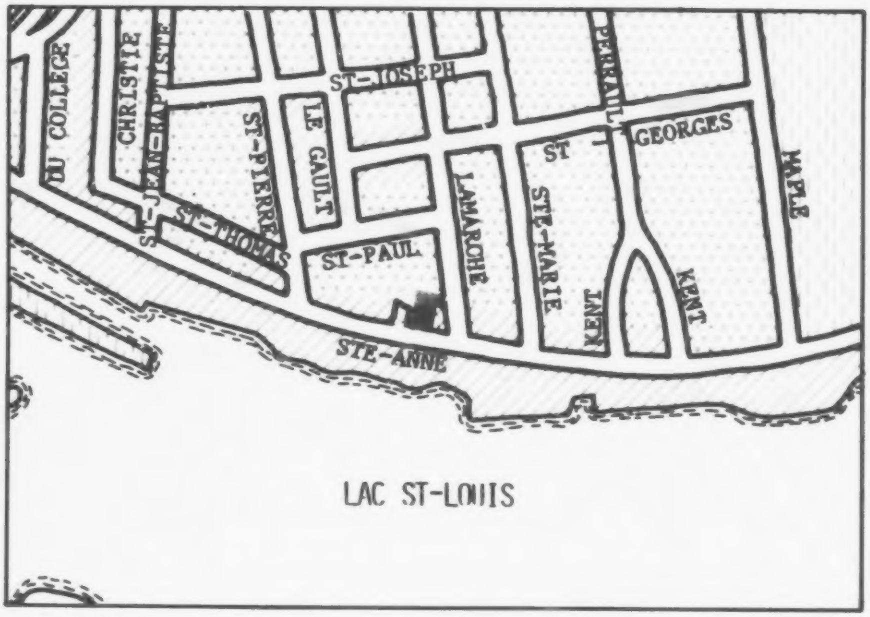
CRPI: 2465660 73 DF05 06990

This property is situated on the site of the Ste-Anne-de-Bellevue lock. It was moved in 1960 and given a new shelter in 1973.

Figure 3

TPC SUCCURSALE POSTALE STE-ANNE-DE-BELLEVUE
PWC STE-ANNE-DE-BELLEVUE POSTAL STATION




DU COLLEGE
CHRISTIE
ST-JEAN-BAPTISTE
ST-JOSEPH
ST-PIERRE
LE GAULT
PERRAULT
ST GEORGES
MAPLE
ST-THOMAS
ST-PAUL
LAMARCHE
STE-MARIE
KENT
KENT
STE-ANNE
LAC ST-LOUIS

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	▩
RÉSIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	＋
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▦
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.3 PWC - Ste-Anne-de-Bellevue Postal Station*

Location: Ste-Anne Street, Ste-Anne-de-Bellevue
Periphery

SITE

Area: 0.17 ha
Acquisition date(s): 1930
% Occupied by Structures: 45%
Parking: 10
Access: Good
Zoning: Commercial

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 1,062.10 m^2
Storey(s): 2
Construction date(s): 1931, 1959

Surrounding Land Use: Commercial, residential

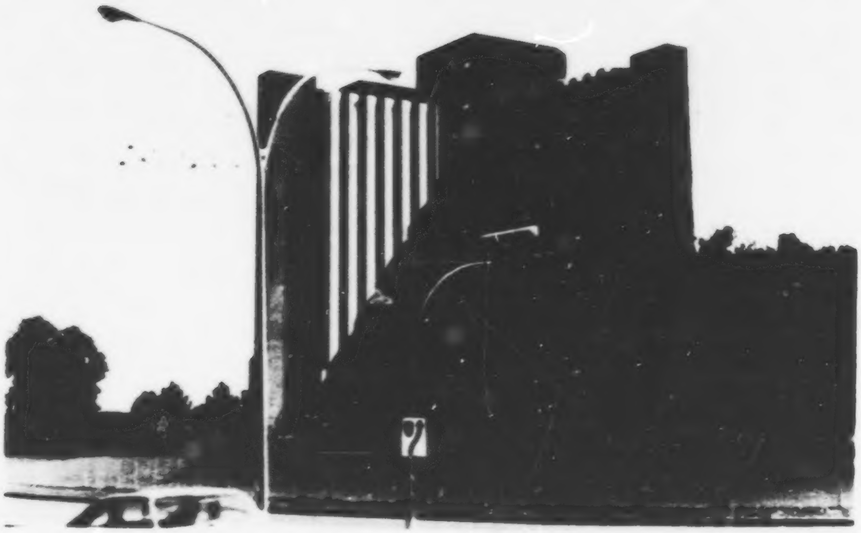
CRPI: 2465600 73 DPWO 06992

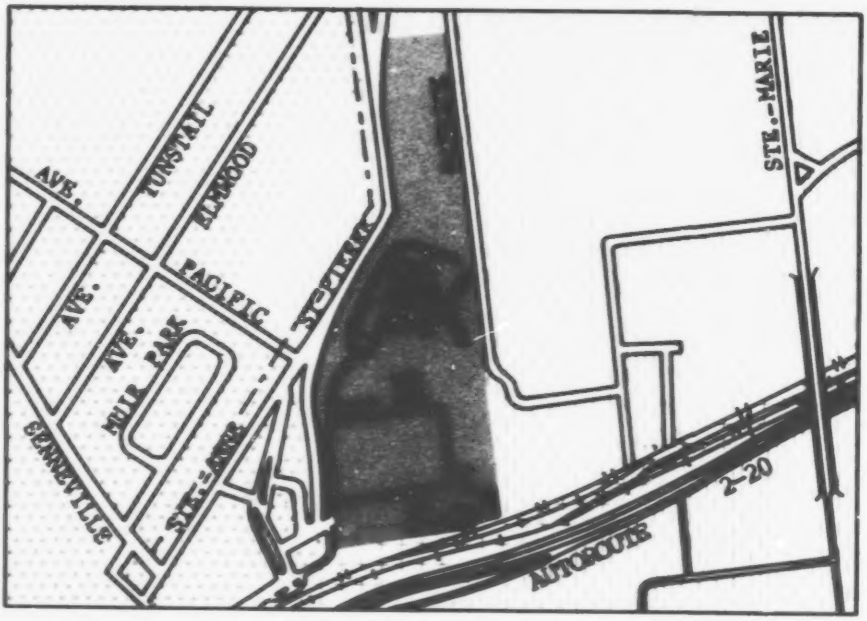
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 4

MAAC HOPITAL STE-ANNE
DVA STE-ANNE'S HOSPITAL




AVE. TUNSTALL
ELMWOOD
AVE. PACIFIC
ST-PIERRE
AVE. MUIR PARK
SENNEVILLE
STE-ANNE
STE.-MARIE
2-20
AUTOROUTE

ECHELLE/SCALE 1:12500

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.4 DVA - Ste-Anne Hospital

Location: 305 St-Pierre Street, Ste-Anne-de-Bellevue
Periphery

SITE

Area: 21.38 ha
Acquisition date(s): 1918

% Occupied by Structures: 13%
Parking: 414
Access: Very good
Zoning: Public

STRUCTURE(S)

Number: 16
Use: Hospital and annexes for veterans
Occupant(s): DVA
Gross area: 33,499.39 m^2
Storey(s): 1 to 14
Construction date(s): 1918 (original hospital); 1971 (new hospital)

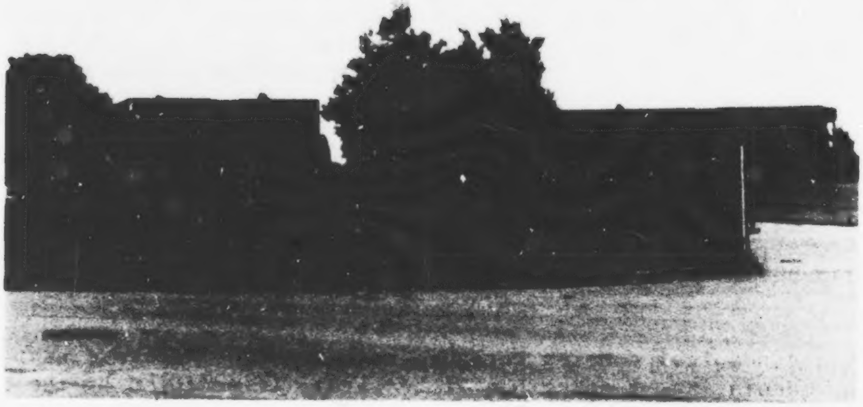
Surrounding Land Use: Institutional, residential

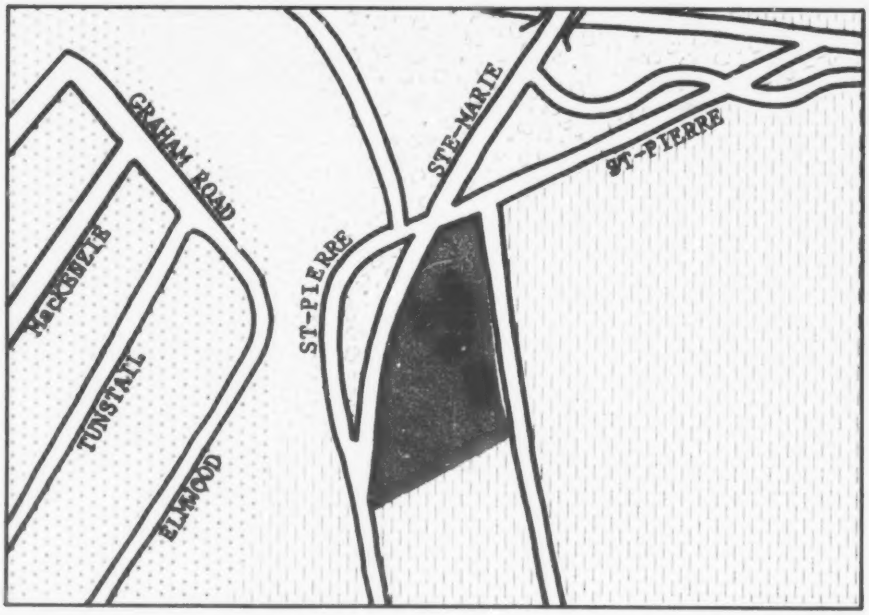
CRPI: 2465660 73 DVA0 06994

This immense hospital complex harbours more than 900 veterans as patients. The site, consisting of more than 21 hectares, is occupied by the hospital itself, as well as a psychiatric wing, private residences, maintenance buildings and other annexes.

Figure 5

MPO STATION DE BIOLOGIE ARCTIQUE
DFO ARCTIC BIOLOGICAL STATION




GRAHAM ROAD
STE-MARIE
ST-PIERRE
MacKENZIE
ST-PIERRE
TUNSTALL
ELMWOOD

ECHELLE/SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▤

5.2.5 DFO - Arctic Bioliogical Station

Location: 555 St-Pierre Street, Ste-Anne-de-Bellevue
Periphery

SITE

Area: 2.62 ha
Acquisition date(s): 1962, 1967

% Occupied by Structures: 7%
Parking: 30
Access: Good
Zoning: Public

STRUCTURE(S)

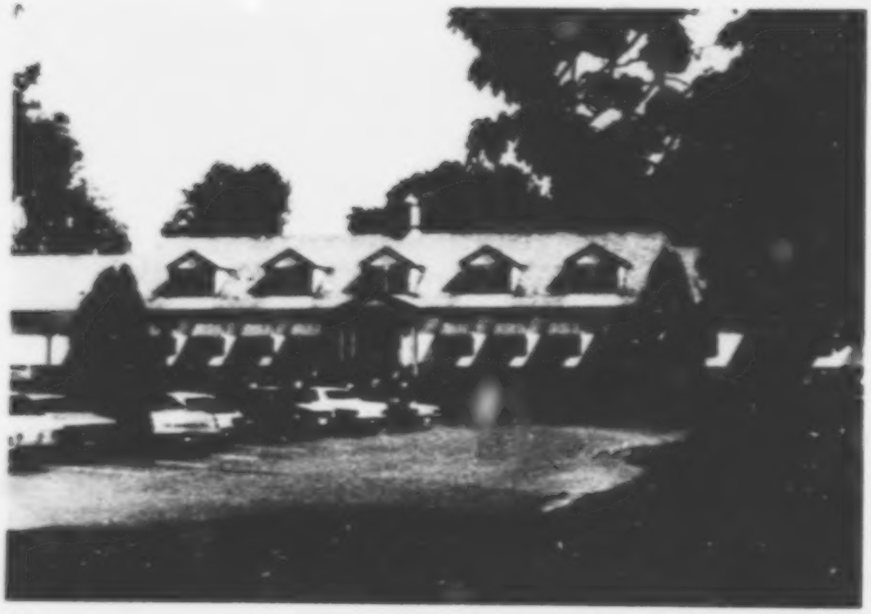
Number: 2
Use: Biological research laboratory
Occupant(s): DFO
Gross area: 3,011.89 m^2
Storey(s): 2
Construction date(s): 1964, 1970

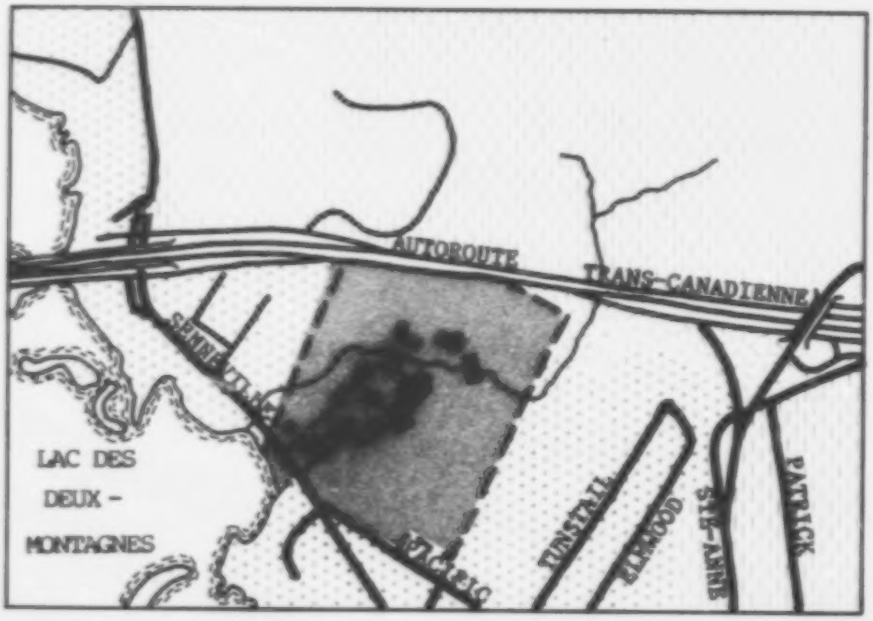
Surrounding Land Use: Institutional, vacant

CRPI: 2465660 73 DPWO 06993

Figure 6

MAAC FOYER SENNEVILLE
DVA SENNEVILLE LODGE




AUTOROUTE TRANS-CANADIENNE
SENNEVILLE
LAC DES DEUX-MONTAGNES
PACIFIC
TUNSTALL
ELMWOOD
STE-ANNE
PATRICK

ECHELLE/SCALE 1:16500

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	▨
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	▦	NON AMÉNAGÉ / UNDEVELOPED	▨

5.2.6 DVA - Senneville Lodge

Location: 55-57 Senneville Road, Senneville
Periphery

SITE

Area: 24.51 ha
Acquisition date(s): 1948
% Occupied by Structure: 5%
Parking: 50
Access: Good
Zoning: Residential

STRUCTURE(S)

Number: 15
Use: Lodge for veterans
Occupant(s): DVA
Gross area: 10,390 m^2 (approx.)
Storey(s): 1 to 2
Construction date(s): 1951

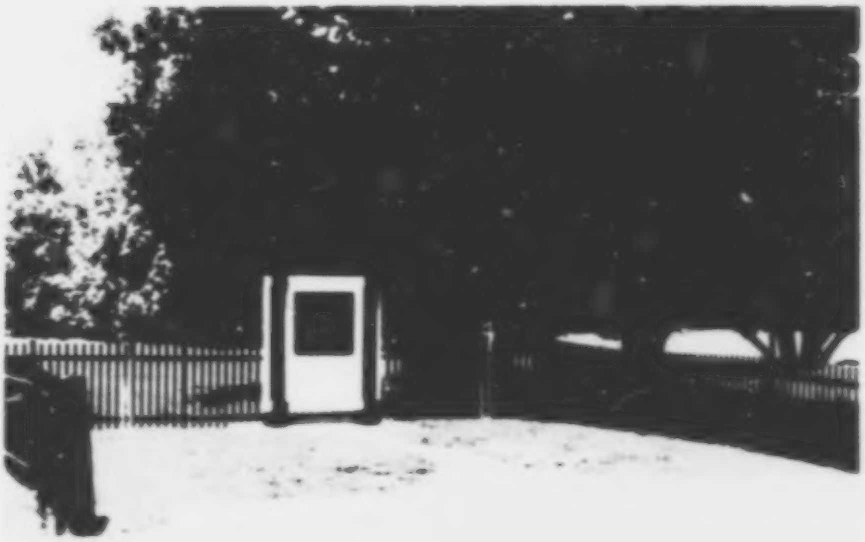
Surrounding Land Use: Residential, institutional

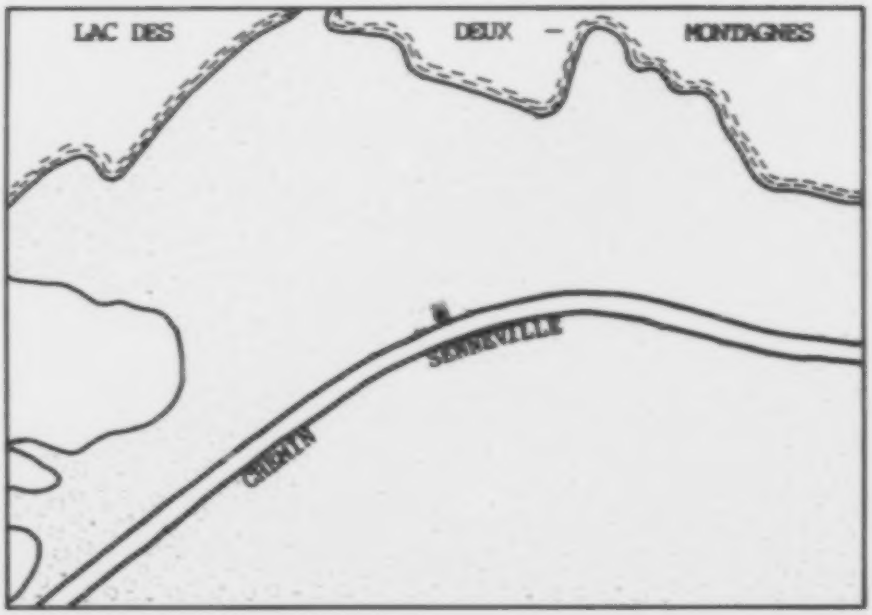
CRPI: 2465680 73 DVA0 06995

This immense property of 24.51 ha, houses a number of structures of various sizes, containing administrative offices, kitchens and dining rooms, eight wards, a gymnasium, mechanical and maintenance facilities and a private residence. The property also contains a swimming pool, golf course and playing field.

Figure 7

AIN SITE HISTORIQUE: BATAILLE DU LAC DES DEUX-MONTAGNES
INA HISTORIC SITE: THE BATTLE OF THE LAKE OF TWO MOUNTAINS





ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	▨	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	▨	NON AMÉNAGÉ / UNDEVELOPED	▨

5.2.7 DOE-PC - Historical Monument: Battle of Lac Des Deux Montagnes

Location: North of Senneville Road in Senneville
Waterfront

SITE

Area: 58.06 m^2
Acquisition date(s): 1928
% Occupied by Structures: 5%
Parking: None
Access: Good
Zoning: Agricultural

STRUCTURE(S)

Number: 1
Use: Monument
Occupant(s): DOE
Gross area: 0.74 m^2
Storey(s): N/A
Construction date(s): 1928

Surrounding Land Use: Agricultural

CRPI: 2465680 73 DOE2 06996

This property is a historical monument commemorating a battle on Lac des Deux Montagnes in 1689. It consists of a monument which recalls and describes the event.

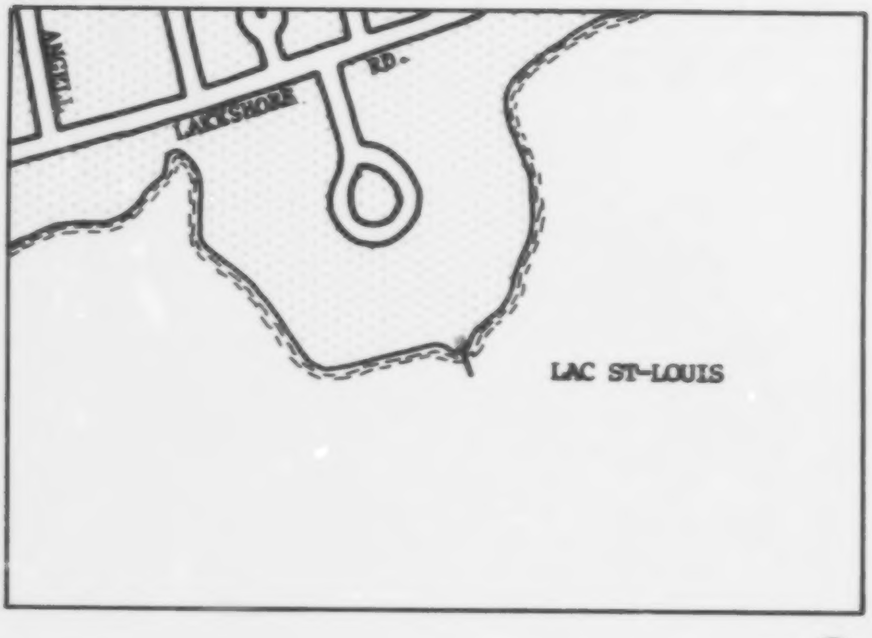
The MUC is considering developing a park which would enclose the property.

The owner designation on the previous page should be DOE-PC instead of INA.

Figure 8

TC STATION DE TRIANGULATION
TC TRIANGULATION STATION

PHOTOGRAPHIE NON DISPONIBLE/PHOTO NOT AVAILABLE



ECHELLE/SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	HHHHHH	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.8 TC - Triangulation Site - Pointe-Quenet

Location: Part of lot 7-330, Beaconsfield Waterfront

SITE

Area: 0.008 ha
Acquisition date(s): 1979
% Occupied by Structures: 2%
Parking: N/A
Access: Poor
Zoning: Residential

STRUCTURE(S)

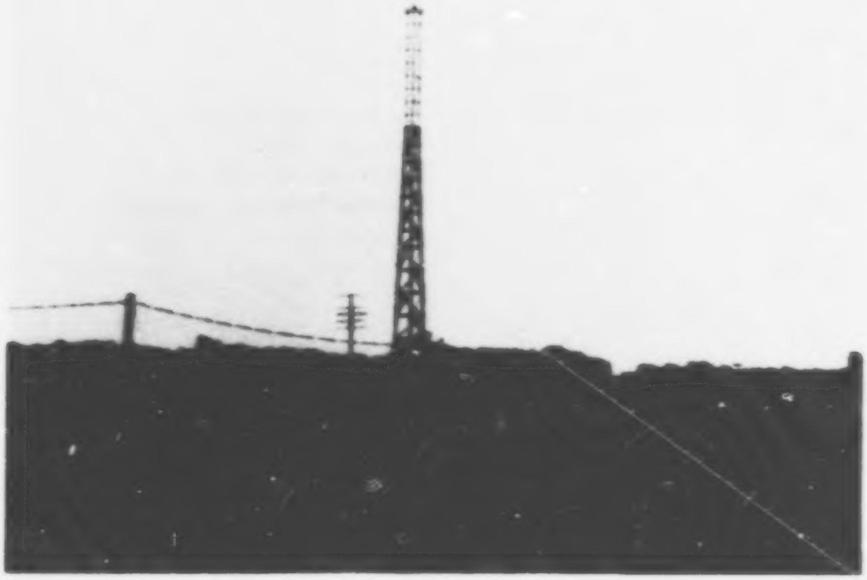
Number: 1
Use: Triangulation station
Occupant(s): TC
Gross area: N/A
Storey(s): N/A
Construction date(s): 1976

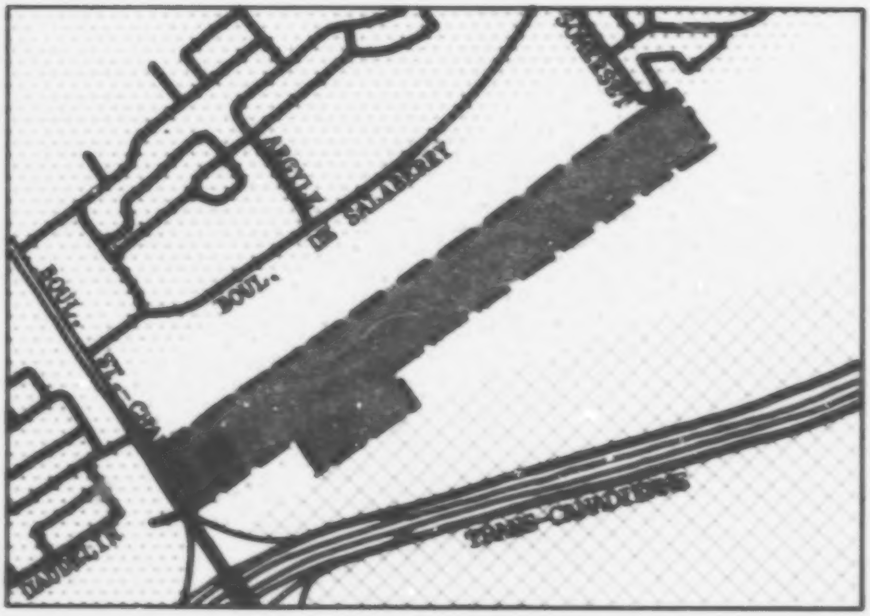
Surrounding Land Use: Residential

CRPI: 2465620 29 MOT1 22323

Figure 9

TC ÉMETTEUR ET RÉCEPTEUR DE RADIO
TC TRANSMITTER AND REMOTE RECEIVER SITE




SOMERSET
ARGYLE
BOUL. DE SALABERRY
BOUL. ST.-CH
TRANS-CANADIENNE

ECHELLE/SCALE 1:17000

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	▨
RÉSIDENTIEL / RESIDENTIAL	▨	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	▨
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	▨	NON AMÉNAGÉ / UNDEVELOPED	▨

5.2.9 TC - Transmitter and Remote Receiver Site

Location: Montée St-Charles, Kirkland
Periphery

SITE

Area: 43.93 ha
Acquisition date(s): 1940, 1947

% Occupied by Structures: 1%
Parking: N/A
Access: Very Good
Zoning: Commercial, residential, industrial

STRUCTURE(S)

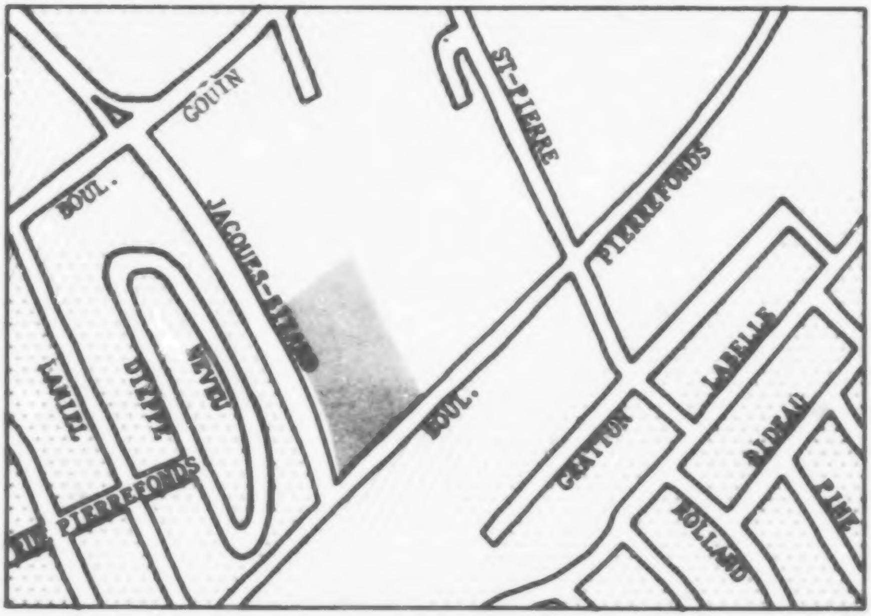
Number: 3
Use: Transmitter and remote receiver site
Occupant(s): TC
Gross area: 478.71 m^2
Storey(s): 1
Construction date(s): 1940

Surrounding Land Use: Residential, industrial

CRPI: 2465620 29 MOTO 06988

Figure 10

TPC SITE DU FUTUR BUREAU DE POSTE DE PIERREFONDS
PWC FUTURE PIERREFONDS POST OFFICE SITE


GOUIN
BOUL.
ST-PIERRE
PIERREFONDS
JACQUES-BIZARD
BOUL.
GRATTON
LABELLE
RIDEAU
ROLLAND
PINE
LANIEL
DIEPPE
NEVEU
RUE PIERREFONDS

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	▦
RÉSIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.10 PWC - Pierrefonds Postal Station*

Location: 14,975 Pierrefonds Boulevard, Pierrefonds
Periphery

SITE

Area: 1.34 ha
Acquisition date(s): 1980
% Occupied by Structures: 10.14%
Parking: 136
Access: Very Good
Zoning: Residential

STRUCTURE(S)

Number: 1
Use: Postal Station
Occupant(s): CPC
Gross area: 1,361 m^2
Storey(s): 1 plus basement
Construction date(s): 1981, 1982

Surrounding Land Use: Residential, vacant

CRPI: 2465700 73 DPWO 24012

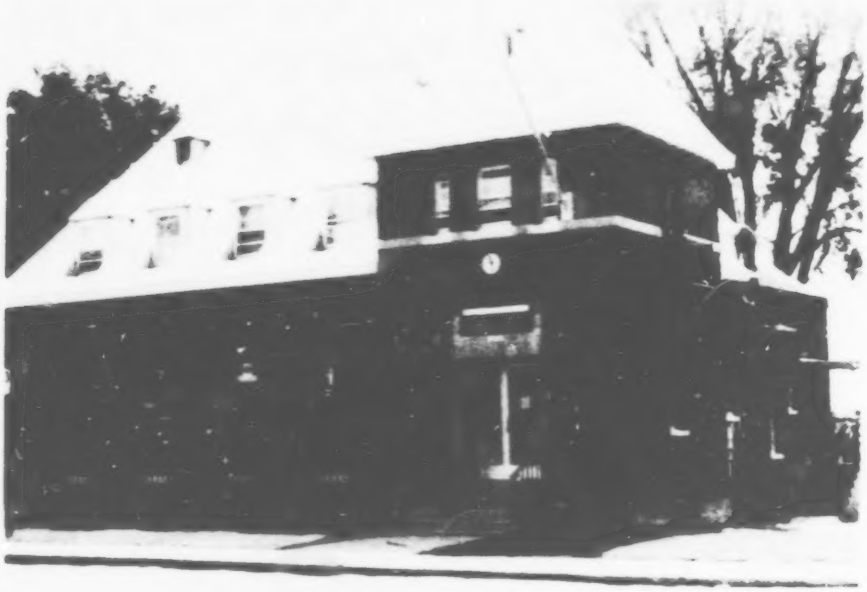
NOTE: The picture on the previous page was taken prior to construction, which is the reason why the title is "Future Post Office".

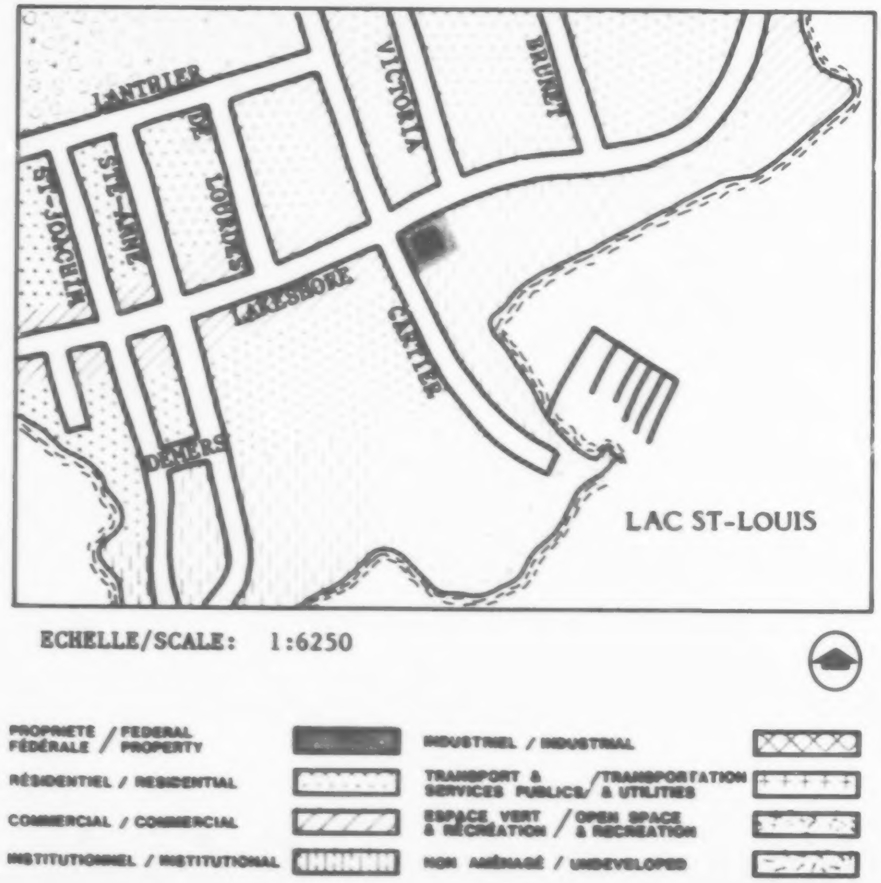
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 11

TPC SUCCURSALE POSTALE DE POINTE-CLAIRE
PWC POINTE-CLAIRE POSTAL STATION




LANTHIER
VICTORIA
BRUNET
ST-JOACHIM
STE-ANNE
DE LOURDES
LAKESHORE
CARTIER
DEMERS
LAC ST-LOUIS
ECHELLE/SCALE: 1:6250
PROPRIETE FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.11 PWC - Pointe-Claire Postal Station*

Location: 250 Bord-du-Lac, Pointe-Claire
Periphery

SITE

Area: 0.10 ha
Acquisition date(s): 1936
% Occupied by Structures: 45%
Parking: 3
Access: Good
Zoning: Parkland

STRUCTURE(S)

Number: 1
Use: Post Office, housing
Occupant(s): CPC, private sector
Gross area: 482.20 m^2
Storey(s): 2 plus basement
Construction date(s): 1938

Surrounding Land Use: Commercial, institutional

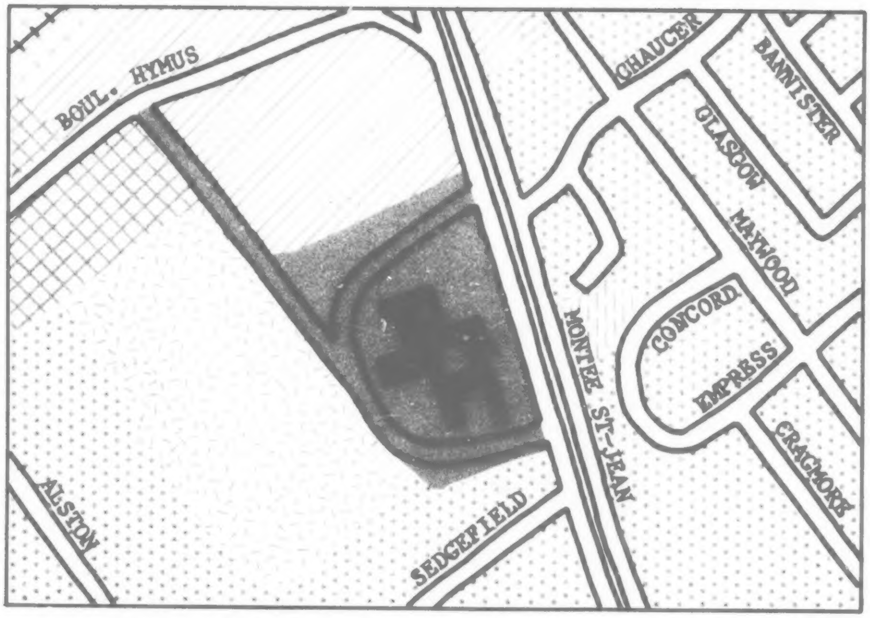
CRPI: 2465540 29 DPWO 06981

---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 12

EC INSTITUT CANADIEN DE RECHERCHES SUR LES PÂTES ET PAPIERS
DOE PULP AND PAPER INSTITUTE OF CANADA


BOUL. HYMUS
CHAUCER
BANNISTER
GLASGOW
MAYWOOD
CONCORD
MONTÉE ST-JEAN
EMPRESS
CRAGMORE
ALSTON
SEDGEFIELD

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	⊠
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	HHHHH	NON AMÉNAGÉ / UNDEVELOPED	▒

5.2.12 DOE - Pulp and Paper Research Institute of Canada (PPRIC)

Location: 570 Montée St-Jean, Pointe-Claire

SITE

Area: 4.28 ha
Acquisition date(s): 1956

% Occupied by Structures: 35%

Parking: 200
Access: Very Good
Zoning: Restricted (hotel-motel)

STRUCTURE(S)

Number: 4
Use: Pulp and paper research centre
Occupant(s): Pulp and Paper Research Institute of Canada (PPRIC)
Gross area: 16,009.22 m^2
Storey(s): 2
Construction date(s): 1958, 1965

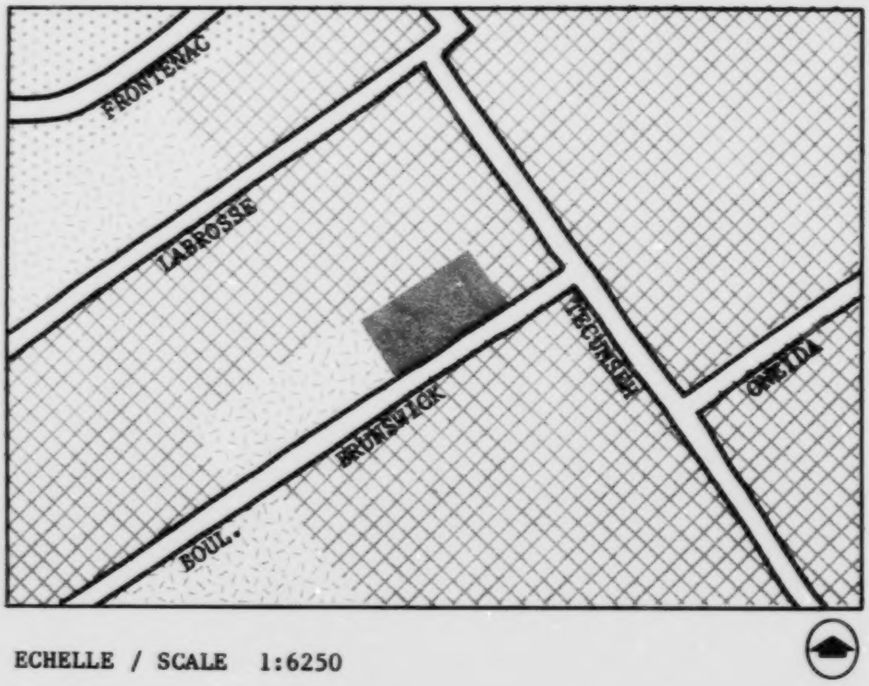
Surrounding Land Use: Residential, industrial, commercial

CRPI: 2465540 29 DOE4 06980

PPRIC is a nonprofit research and educational body with a board of directors made up of representatives of the Canadian Pulp and Paper Association, McGill University in Montreal, and the federal government.

Figure 13

TPC TERRAIN VACANT
PWC VACANT LAND


FRONTENAC
LABROSSE
TECUMSEH
ONEIDA
BOUL. BRUNSWICK

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	⁘
INSTITUTIONNEL / INSTITUTIONAL	HHHHH	NON AMÉNAGÉ / UNDEVELOPED	⁓

5.2.13 PWC - Vacant Land

Location: Lot 119-35, on Brunswick Boulevard near Tecumseh Street,
Pointe-Claire
Periphery

SITE

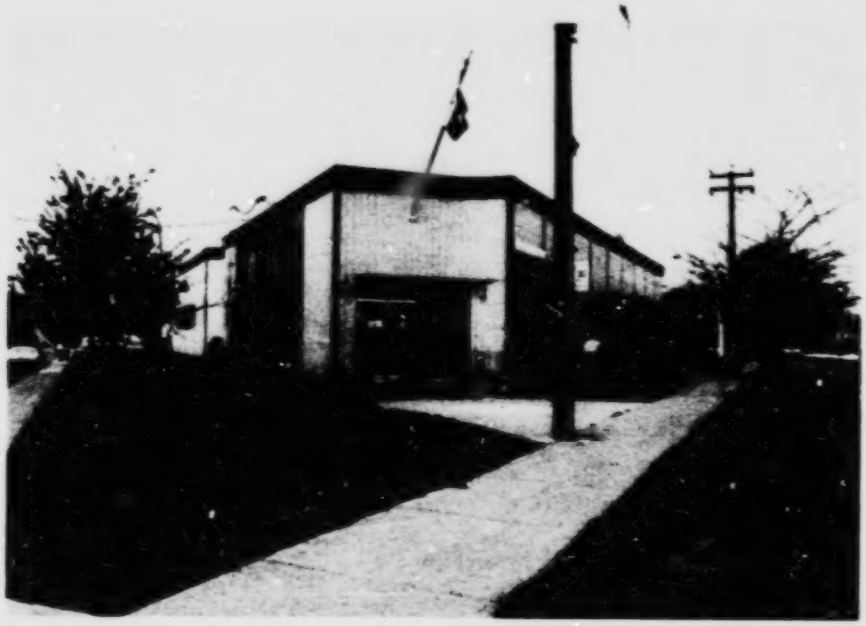
Area: 9.01 ha
Acquisition date(s): 1977
% Occupied by Structures: N/A
Parking: N/A
Access: Good
Zoning: Industrial

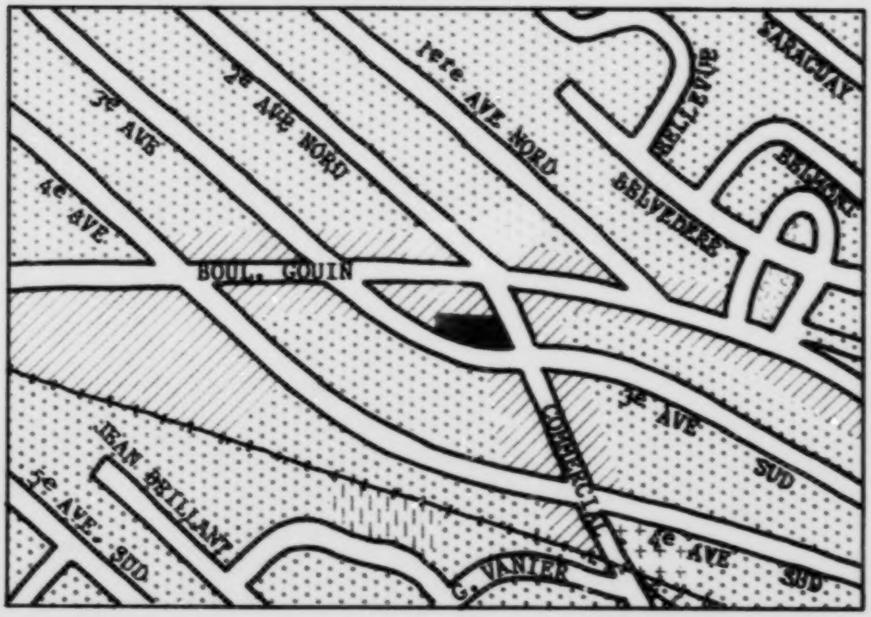
Surrounding Land Use: Industrial, vacant

CRPI: 2465540 29 DPWO 06984

Figure 14

TPC SUCCURSALE POSTALE DE ROXBORO
PWC ROXBORO POSTAL STATION




1ère AVE NORD
2e AVE NORD
3e AVE
4e AVE
SARAGUAY
BELLEVUE
BELMONT
BELVEDERE
BOUL. GOUIN
COMMERCIALE
3e AVE SUD
JEAN BRILLANT
5e AVE. SUD
G. VANIER
4e AVE SUD

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⁘	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	HHHHHH	NON AMÉNAGÉ / UNDEVELOPED	▤

5.2.14 PWC - Roxboro Postal Sation*

Location: 4 Centre Commercial, Roxboro
Periphery

SITE

Area: 0.15 ha
Acquisition date(s): 1962, 1966
% Occupied by Structures: 45%
Parking: 5
Access: Good
Zoning: Commercial

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 1,849.89 m^2
Storey(s): 1 plus basement
Construction date(s): 1963, 1968

Surrounding Land Use: Commercial, residential

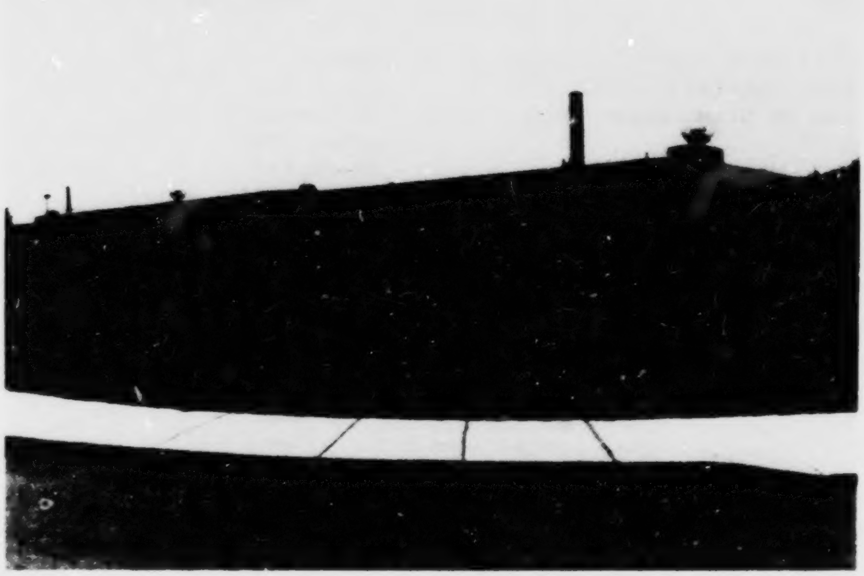
CRPI: 2465560 16 DPWO 07029

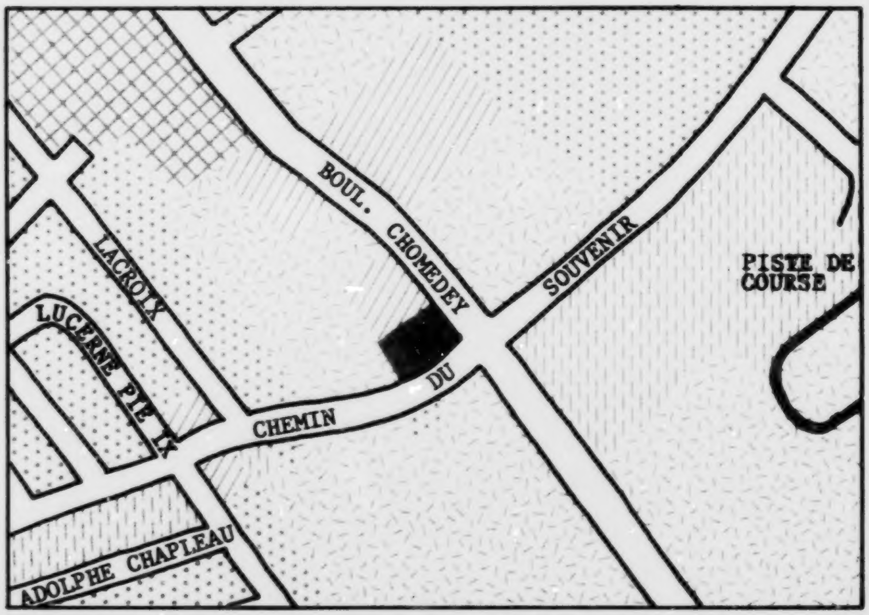
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 15

TPC SUCCURSALE POSTALE ST-MARTIN
PWC ST-MARTIN POSTAL STATION




BOUL. CHOMEDEY
SOUVENIR
PISTE DE COURSE
LACROIX
LUCERNE
PIE IX
CHEMIN DU
ADOLPHE CHAPLEAU

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	······	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	⁘
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▩

5.2.15 PWC - St-Martin Postal Station*

Location: 3475 Du Souvenir Road, Laval
Periphery

SITE

Area: 0.55 ha
Acquisition date(s): 1974
% Occupied by Structures: 40%
Parking: 20
Access: Excellent
Zoning: Residential, public, commercial (CBD)

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 1,226.88 m^2
Storey(s): 1
Construction date(s): 1975

Surrounding Land Use: Commercial, vacant, institutional

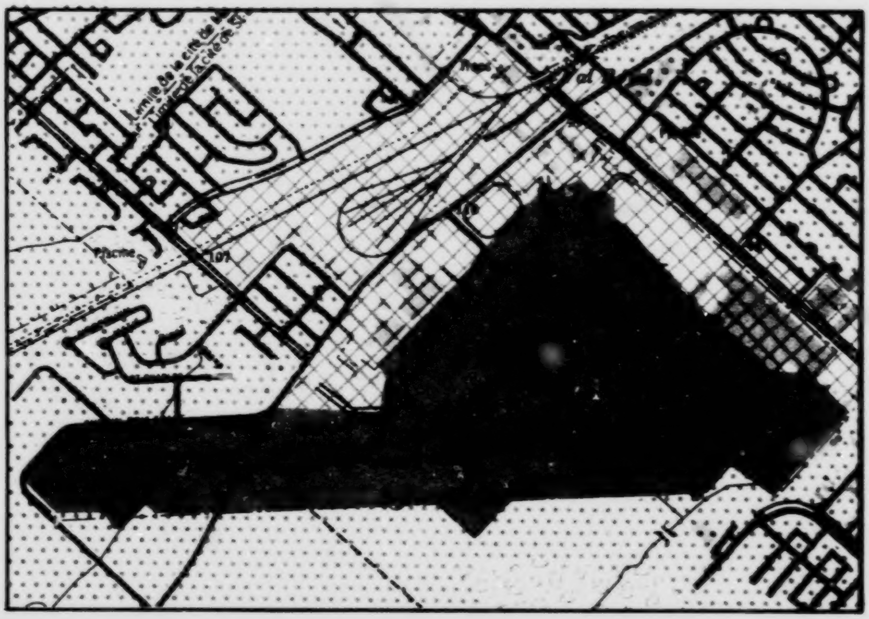
CRPI: 2464500 35 DPWO 06937

---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 16

TC AÉROPORT DE CARTIERVILLE
TC CARTIERVILLE AIRPORT



ECHELLE/SCALE 1:25000

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	⁙	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	⁂
INSTITUTIONNEL / INSTITUTIONAL	HHHHHH	NON AMÉNAGÉ / UNDEVELOPED	▩

5.2.16 TC - Cartierville Airport

Location: 5900 Henri-Bourassa Boulevard West, St-Laurent
Periphery

SITE

Area: 172.78 ha
Acquisition date(s): 1940
% Occupied by Structures: less than 1%
Parking: Adequate
Access: Very Good
Zoning: Residential

STRUCTURE(S)

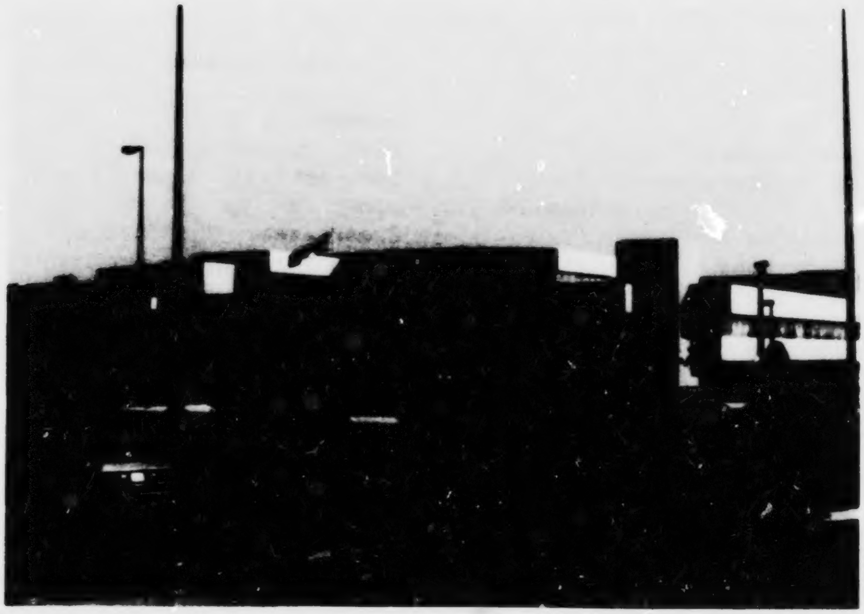
Number: 6
Use: Operational
Occupant(s): Canadair Ltd.
Gross area: 1,355.13 m^2
Storey(s): 1 to 2
Construction date(s): 1940

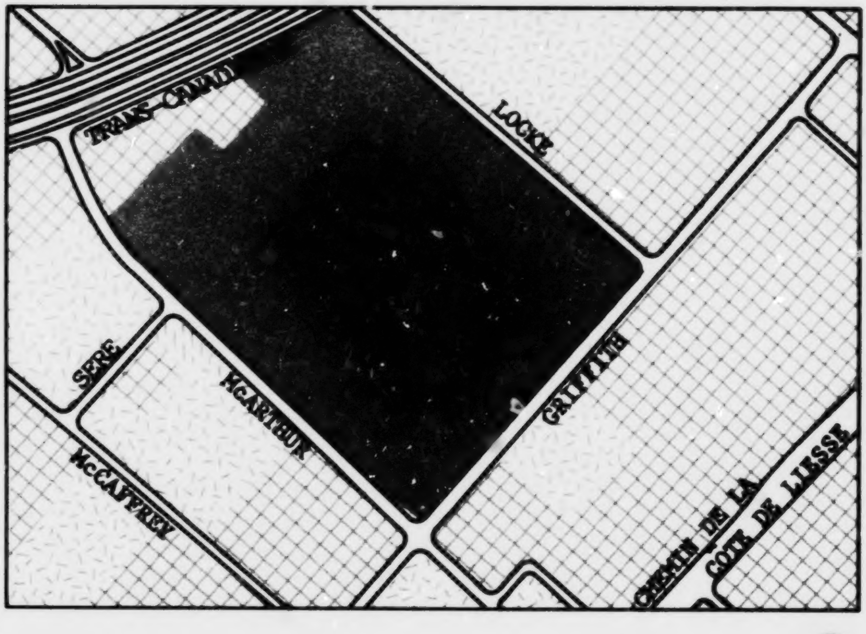
Surrounding Land Use: Industrial, residential, parkland

CRPI: 2465480 16 MOTO 07021

Figure 17

TPC CENTRE PRINCIPAL D'ACHEMINEMENT MÉTROPOLITAIN
PWC METROPOLITAIN GATEWAY POSTAL FACILITY




TRANS-CANADA
LOCKE
SERE
McARTHUR
GRIFFITH
McCAFFREY
CHEMIN DE LA
COTE DE LIESSE

ECHELLE/SCALE 1:9500

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⁚⁚⁚⁚	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	⁂
INSTITUTIONNEL / INSTITUTIONAL	⊓⊓⊓⊓	NON AMÉNAGÉ / UNDEVELOPED	▭

5.2.17 PWC - Metropolitan Gateway Postal Facility*

Location: 555 McArthur Street, Ville St-Laurent
Periphery

SITE

Area: 30.48 ha
Acquisition date(s): 1973
% Occupied by Structures: 45%
Parking: 1,058
Access: Very Good
Zoning: Industrial

STRUCTURE(S)

Number: 1
Use: Mail processing
Occupant(s): CPC, PWC, RC-CE
Gross area: 128,513.3 m^2
Storey(s): 4 plus basement
Construction date(s): 1979-1980

Surrounding Land Use: Industrial, vacant

CRPI: 2465480 16 DPWO 07016

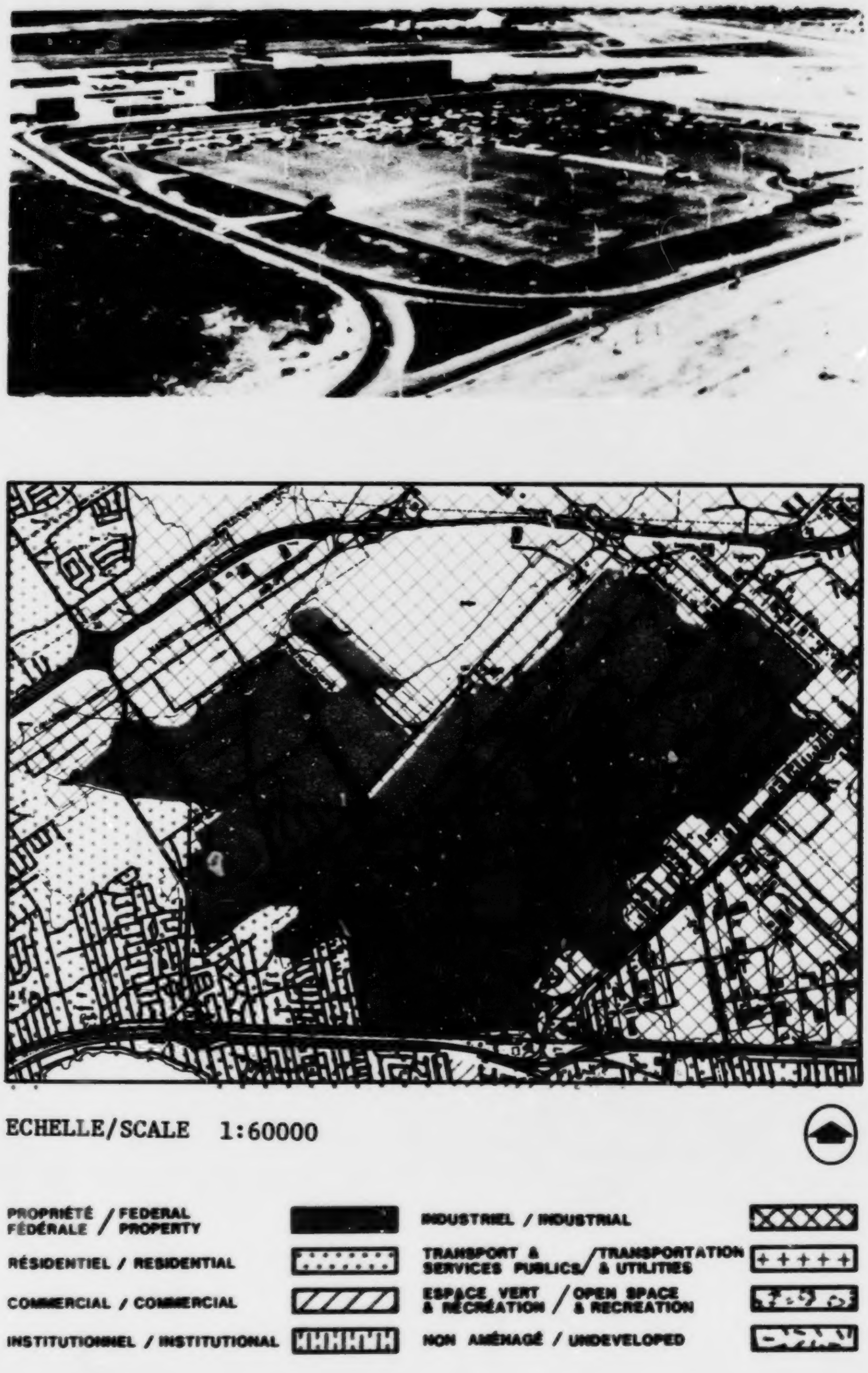
NOTE: The English title on the previous page should be Metropolitan Gateway Postal Facility.

---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 18

TC AÉROPORT INTERNATIONAL DE MONTRÉAL
TC MONTREAL INTERNATIONAL AIRPORT


ECHELLE/SCALE 1:60000
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.18 TC - Montreal International Airport

Location: Dorval (75%), Ville St-Laurent (20%) and Pointe-Claire (5%)
Periphery

SITE

Area: 1,578.27 ha
Acquisition date(s): 1940-1968
% Occupied by Structures:

Parking: 4,800
Access: Very Good
Zoning: Industrial

STRUCTURE(S)

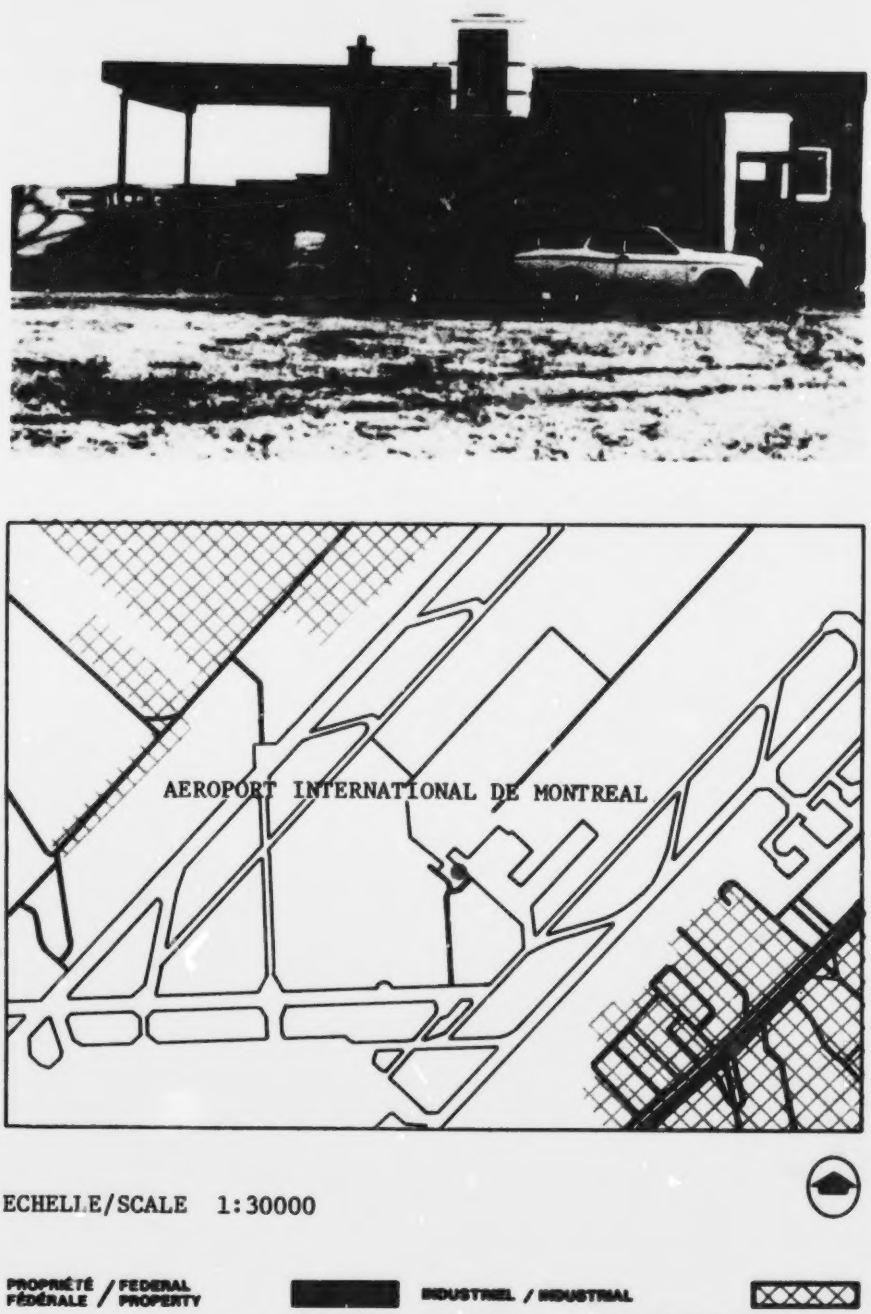
Number: 208
Use: Aviation-related services
Occupant(s): TC, DOE, RC-CE, EIC, AGR, CPC, SS, RCMP & private businesses
Gross area: Not available
Storey(s): 1 to 8
Construction date(s): 1941-1960

Surrounding Land Use: Residential, industrial

CRPI: 2465500 29 MOTO 06979
2465540 29 MOTO 06985
2465480 16 MOTO 07023

Figure 19

EC STATION MÉTÉOROLOGIQUE
DOE METEOROLOGICAL STATION



ECHELLE/SCALE 1:30000

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+++++
COMMERCIAL / COMMERCIAL	////	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	HHHHHH	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.19 DOE – Meteorological Station

Location: Montreal International Airport (Dorval)
Periphery

STRUCTURE(S)

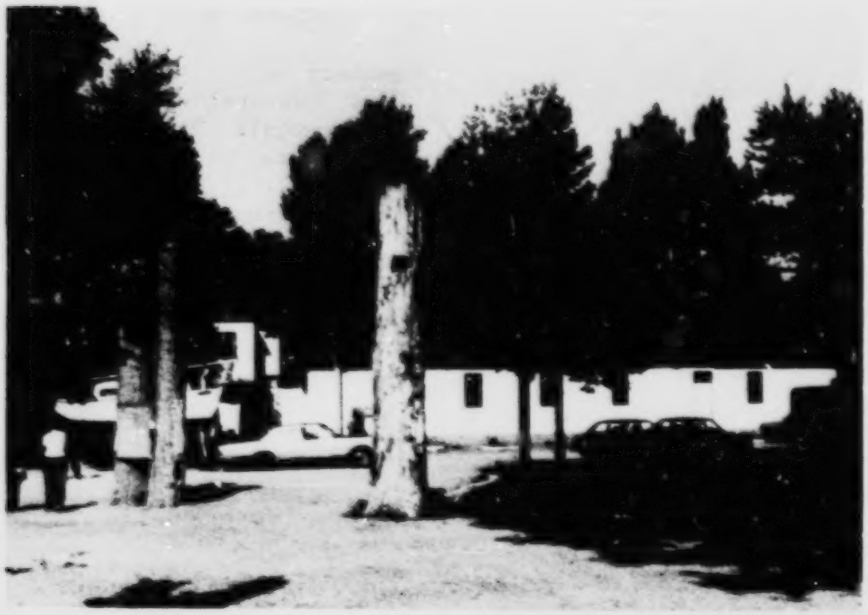
Number: 1
Use: Meteorological station
Occupant(s): DOE
Gross area: 138.14 m^2
Storey(s): 1 plus basement
Construction date(s): 1966

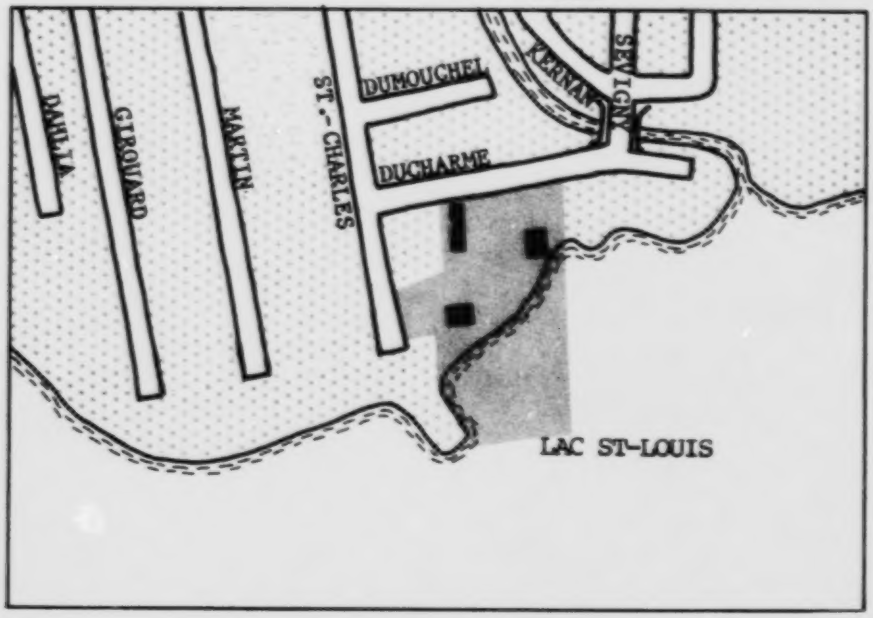
Surrounding Land Use: Airport

CRPI: 2465500 29 DOE1 06974

Figure 20

MDN ASSOCIATION DE NAVIGATION DE LA MARINE ROYALE CANADIENNE, POINTE-PICARD
DND CANADIAN FORCES SAILING ASSOCIATION, POINTE-PICARD




DAHLIA
GIROUARD
MARTIN
ST.-CHARLES
DUMOUCHEL
DUCHARME
KERNAN
SEVIGNY
LAC ST-LOUIS

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	▒	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	////	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	HHHHH	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.20 DND - Pointe Picard

Location: 320 Ducharme Street, Dorval
Waterfront

SITE

Area: 1.48 ha
Acquisition date(s): 1957, 1969
% Occupied by Structures: 2%
Parking: 10
Access: Very good
Zoning: Residential

STRUCTURE(S)

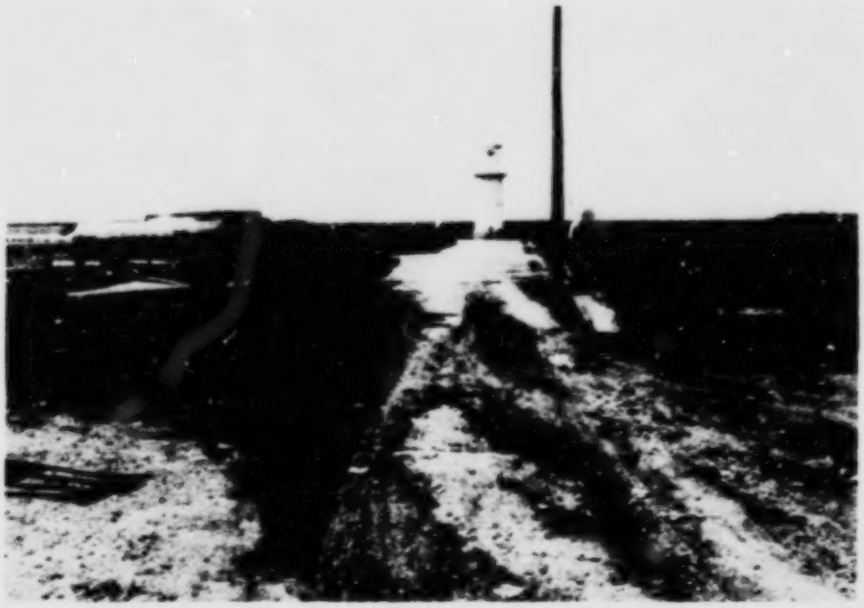
Number: 3
Use: Naval training & recreation
Occupant(s): DND
Gross area: 123.46 m^2
Storey(s): 1
Construction date(s): 1967, 1970

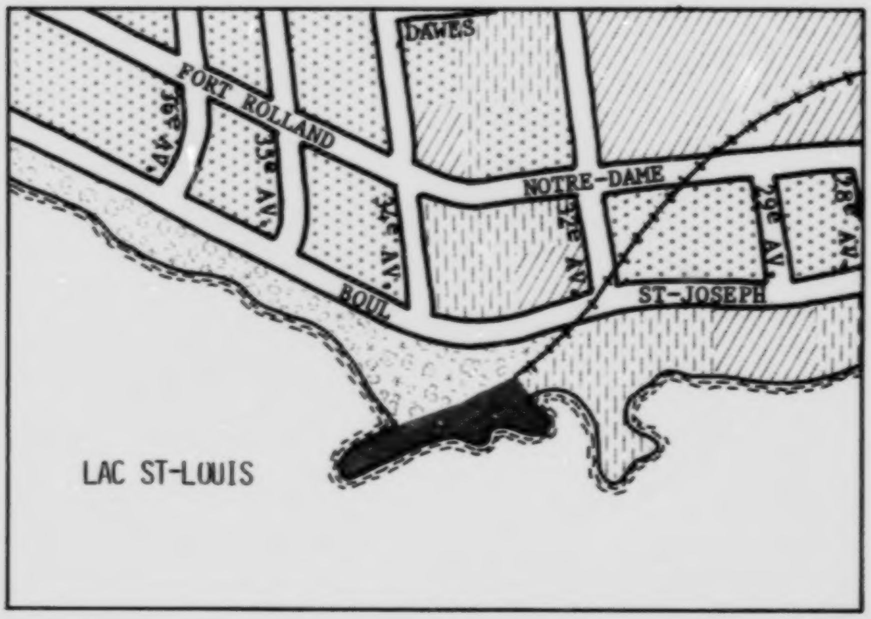
Surrounding Land Use: Residential

CRPI: 2465500 29 DND0 06972

Figure 21

TC QUAI DE LACHINE
TC LACHINE WHARF




DAWES
FORT ROLLAND
36e AV.
33e AV.
34e AV.
NOTRE-DAME
32e AV.
29e AV.
28e AV.
BOUL
ST-JOSEPH
LAC ST-LOUIS

ECHELLE/SCALE: 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⠿	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	○
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.21 TC - Lachine Wharf

Location: Near St-Joseph Street and 34th Avenue, Lachine Waterfront

SITE	**STRUCTURE(S)**
Area: 0.26 ha (water lot)	**Number:** 1
Acquisition date(s): 1928	**Use:** Wharf
% Occupied by Structures: 100%	**Occupant(s):** TC
Parking: Near the wharf	**Gross area:** 2,643.84 m^2
Access: Very good	**Storey(s):** N/A
Zoning: Park	**Construction date(s):** 1889

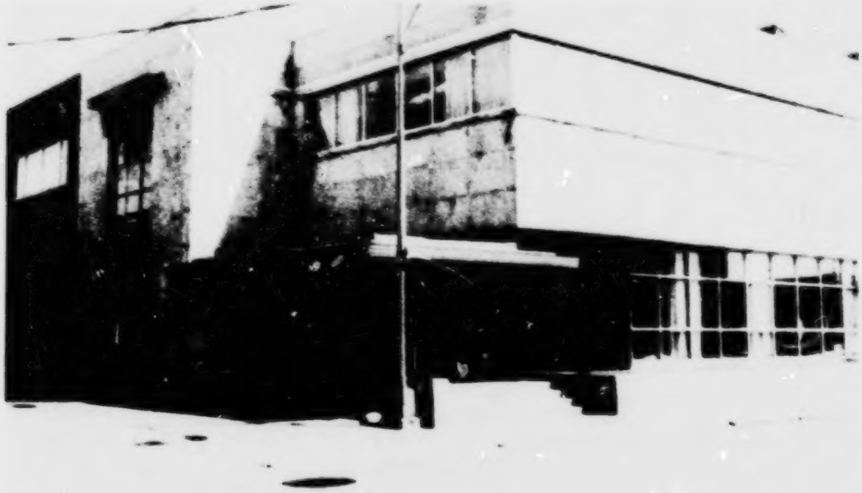
Surrounding Land Use: Park, commercial, residential

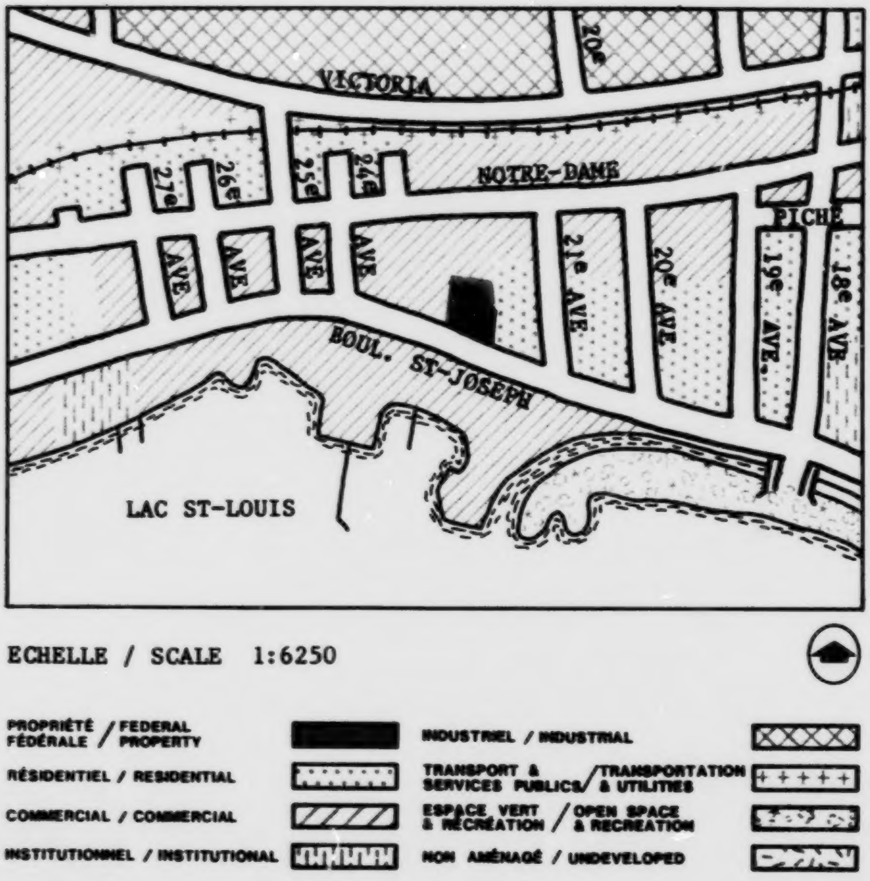
CRPI: 2465420 29 DPWO 06966

Situated at the mouth of the Lachine Canal, this wharf is used by the Canadian Coast Guard for mooring its vessels and storing its buoys. Real property on the wharf consists of a beacon, a small shed and stationary launching ramps. The latter items are in good condition.

Figure 22

TPC SUCCURSALE POSTALE DE LACHINE
PWC LACHINE POSTAL STATION




VICTORIA
NOTRE-DAME
PICHE
20e
27e
26e
25e
24e
AVE
AVE
AVE
AVE
21e AVE
20e AVE
19e AVE.
18e AVE.
BOUL. ST-JOSEPH
LAC ST-LOUIS
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.22 PWC - Lachine Postal Station*

Location: 2150 St-Joseph Boulevard, Lachine
Periphery

SITE

Area: 0.12 ha
Acquisition date(s): 1888
% Occupied by Structures: 50%
Parking: 18
Access: Very good
Zoning: Public, commercial, residential

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 2,375.07 m^2
Storey(s): 2
Construction date(s): 1957

Surrounding Land Use: Commercial, residential

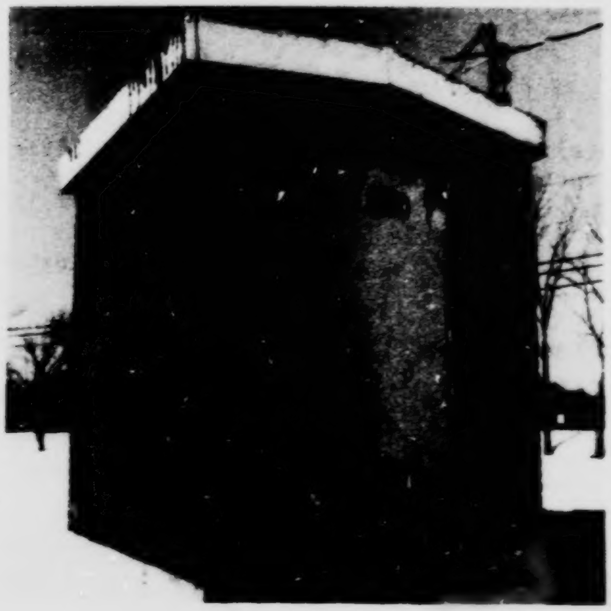
CRPI: 2465420 29 DPWO 06969

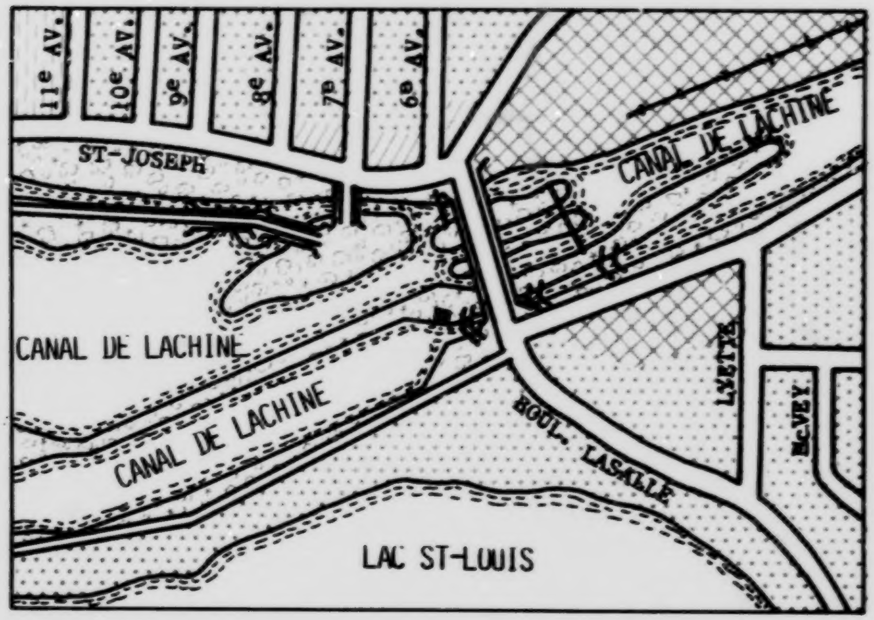
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 23

MPO STATION DES MARÉES ET NIVEAUX DE L'EAU
DFO TIDES AND WATER LEVEL STATION




11e AV.
10e AV.
9e AV.
8e AV.
7e AV.
6e AV.
ST-JOSEPH
CANAL DE LACHINE
CANAL DE LACHINE
CANAL DE LACHINE
BOUL. LASALLE
LYETTE
McVEY
LAC ST-LOUIS

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	⊠
RÉSIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▤

5.2.23 DFO - Tides and Water Level Station, Lachine Canal

Location: Lachine Canal near 6th Avenue, Lachine Waterfront

SITE

Area: 3.34 m^2
Acquisition date(s): 1935
% Occupied by Structures: 100%
Parking: N/A
Access: Very good
Zoning: Public

Surrounding Land Use: Canal

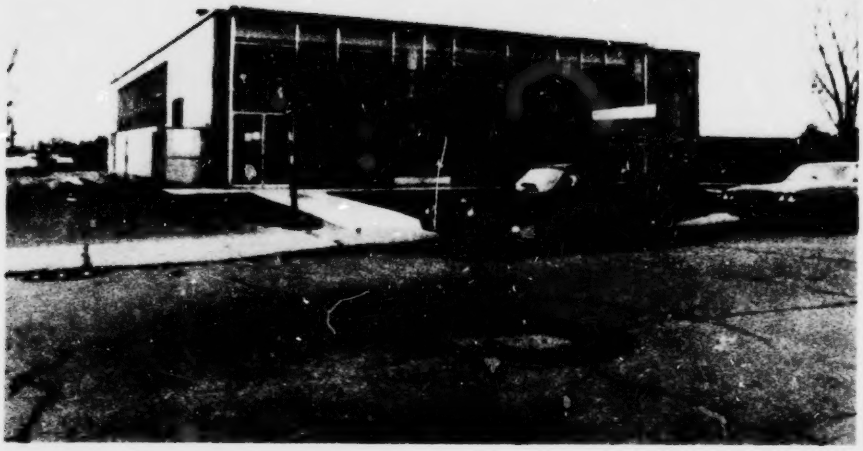
CRPI: 2465420 29 DF05 06964

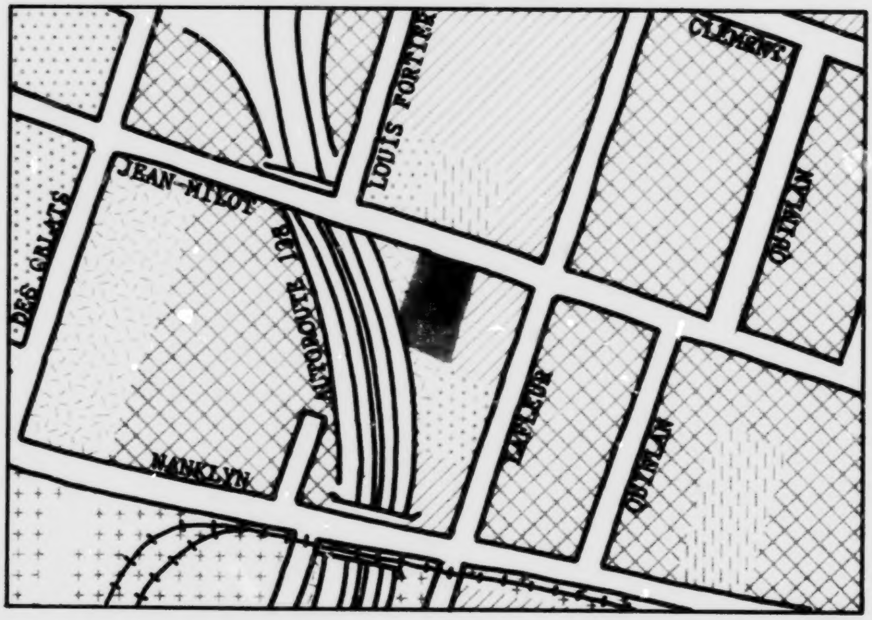
STRUCTURE(S)

Number: 1
Use: Recording of water levels
Occupant(s): DOE
Gross area: 3.34 m^2
Storey(s): N/A
Construction date(s): 1935, 1961

Figure 24

TPC SUCCURSALE POSTALE DE LASALLE
PWC LASALLE POSTAL STATION




CLEMENT
LOUIS FORTIER
JEAN-MILOT
DES OBLATS
QUINLAN
AUTOROUTE 138
LAFLEUR
QUINLAN
NANKLYN

ECHELLE / SCALE 1:14300

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	▩
RÉSIDENTIEL / RESIDENTIAL	⠿	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▦
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.24 PWC - LaSalle Postal Station*

Location: 110 Jean-Milot, LaSalle
Periphery

SITE

Area: 0.22 ha
Acquisition date(s): 1963
% Occupied by Structures: 40%
Parking: 40
Access: Very good
Zoning: Industrial

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 853.50 m^2
Storey(s): 1 plus basement
Construction date(s): 1965

Surrounding Land Use: Industrial, commercial

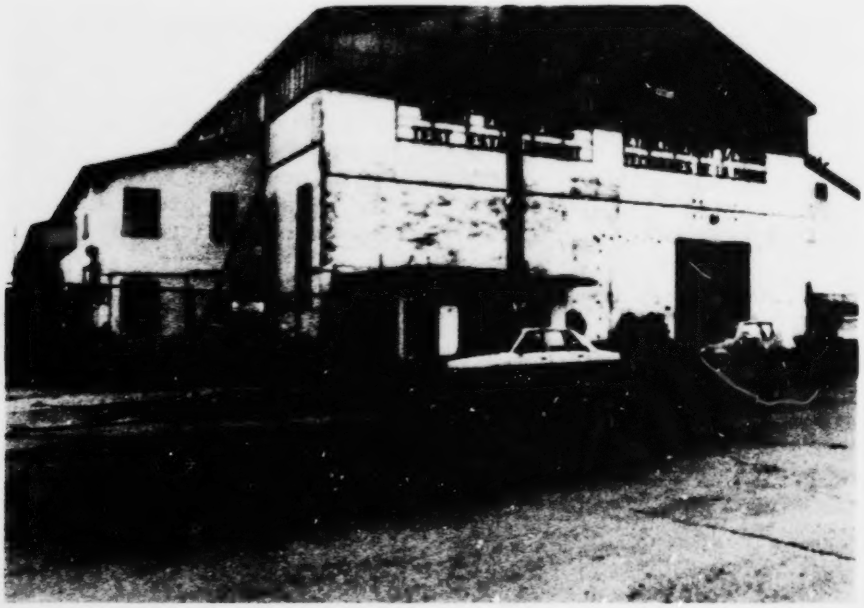
CRPI: 2465340 33 DPWO 06954

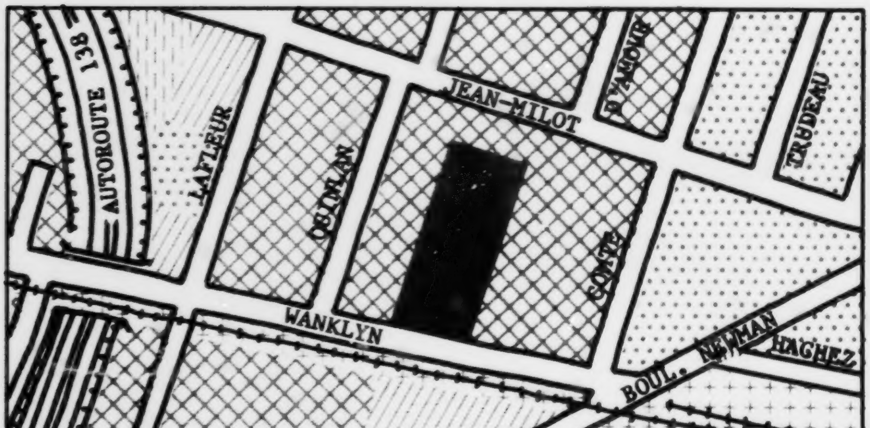
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 25

MDN ÉTABLISSEMENT D'ESSAIS TECHNIQUES DE LA MARINE
DND NAVAL ENGINEERING TEST ESTABLISHMENT




AUTOROUTE 138
LAFLEUR
OUMLAN
JEAN-MILOT
D'AMOUR
TRUDEAU
CORDNER
WANKLYN
BOUL. NEWMAN
HAGHEZ
AVE. CABOT

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⁘	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▤
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.25 DND - Naval Engineering Test Establishment

Location: 161 Wanklyn, LaSalle
Periphery

SITE

Area: 0.89 ha
Acquisition date(s): 1951, 1972
% Occupied by Structures: 40%
Parking: 30
Access: Very Good
Zoning: Industrial

STRUCTURE(S)

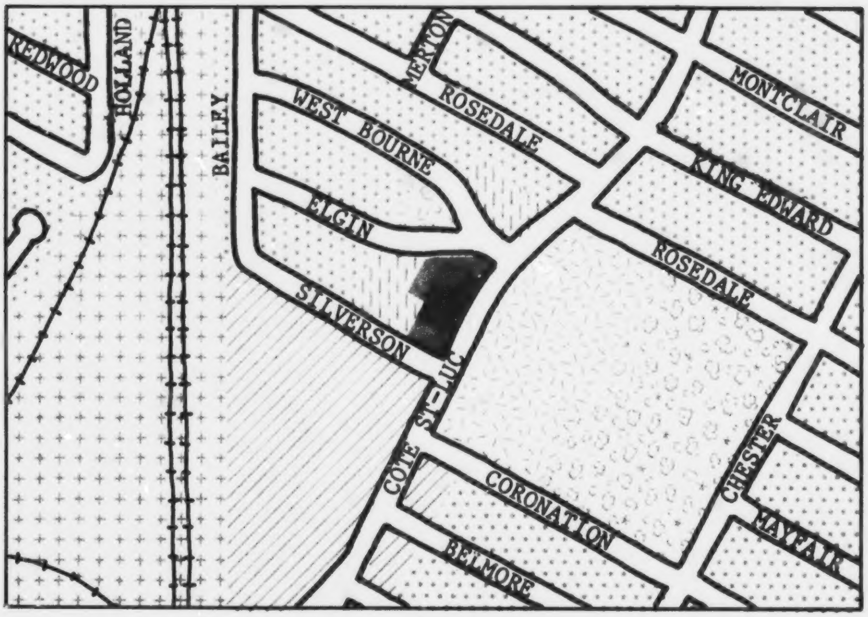
Number: 2
Use: Technical research
Occupant(s): DND
Gross area: 4,859.04 m^2
Storey(s): 1 plus mezzanine
Construction date(s): 1951, 1970

Surrounding Land Use: Industrial, commercial

CRPI: 2465340 33 DNDO 06953

Figure 26

TPC SUCCURSALE POSTALE CÔTE ST-LUC
PWC CÔTE ST-LUC POSTAL STATION


REDWOOD
HOLLAND
BAILEY
MERTON
WEST BOURNE
ROSEDALE
MONTCLAIR
KING EDWARD
ELGIN
ROSEDALE
SILVERSON
CÔTE ST-LUC
CHESTER
CORONATION
MAYFAIR
BELMORE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒☒☒☒
RÉSIDENTIEL / RESIDENTIAL	⋯⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	░
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.26 PWC - Côte St-Luc Postal Station*

Location: 6897 Côte St-Luc Road, Côte St-Luc
Periphery

SITE	**STRUCTURE(S)**
Area: 0.25 ha	**Number:** 1
Acquisition date(s): 1958, 1963	**Use:** Post Office
% Occupied by Structures: 70%	**Occupant(s):** CPC
Parking: 6	**Gross area:** 961.83 m^2
Access: Good	**Storey(s):** 1
Zoning: Residential	**Construction date(s):** 1960, 1965

Surrounding Land Use: Commercial, institutional, residential

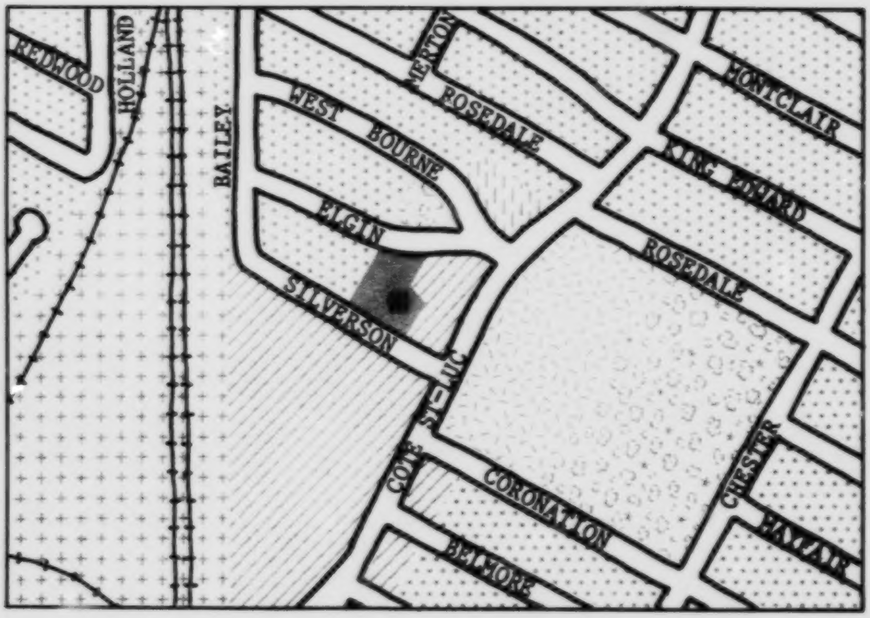
CRPI: 2465440 47 DPWO 06962

---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 27

TC RADIOBORNE ÉVENTAIL
TC FAN MARKER RADIO


REDWOOD
HOLLAND
BAILEY
WEST BOURNE
MERTON
ROSEDALE
MONTCLAIR
KING EDWARD
ELGIN
SILVERSON
ROSEDALE
COTE ST-LUC
CORONATION
CHESTER
MAYFAIR
BELMORE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	∴
INSTITUTIONNEL / INSTITUTIONAL	▦	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.27 TC - Côte St-Luc Back Beam Marker

Location: Between Silverson and Elgin Streets, Côte St-Luc Periphery

SITE

Area: 0.34 ha
Acquisition date(s): 1943

% Occupied by Structures: 5%
Parking: N/A
Access: Good
Zoning: Residential

STRUCTURE(S)

Number: 1
Use: Shelter for electronic equipment
Occupant(s): TC
Gross area: 20.90 m^2
Storey(s): N/A
Construction date(s): 1943

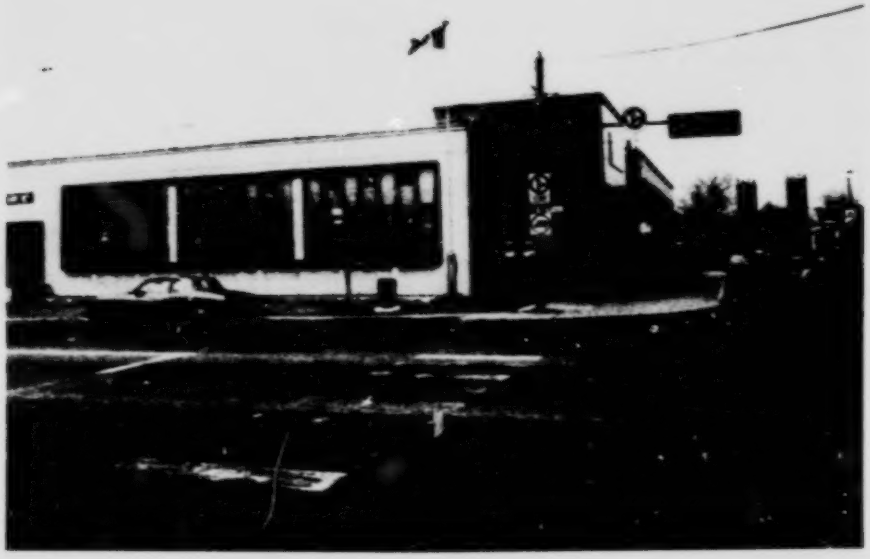
Surrounding Land Use: Commercial, institutional, residential

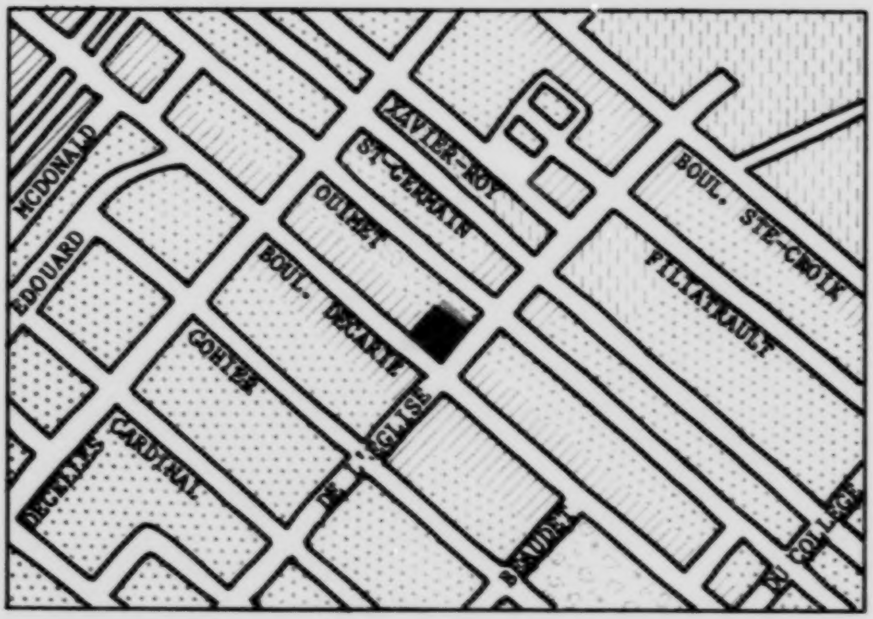
CRPI: 2465440 47 MOTO 06963

The French title on the previous page should be, Balise arrière de Côte Saint-Luc.

Figure 28

TPC SUCCURSALE POSTALE DE ST-LAURENT
PWC ST-LAURENT POSTAL STATION




MCDONALD
EDOUARD
XAVIER-ROY
ST-GERMAIN
OUIMET
BOUL. DECARIE
GOHIER
CARDINAL
DECELLES
DE L'EGLISE
BEAUDET
BOUL. STE-CROIX
FILIATRAULT
DU COLLEGE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▤

5.2.28 PWC - Saint-Laurent Postal Station*

Location: 1495 de l'Eglise Avenue, Ville St-Laurent
Periphery

SITE	STRUCTURE(S)
Area: 0.19 ha	**Number:** 1
Acquisition date(s): 1913, 1957	**Use:** Post Office
% Occupied by Structures: 70%	**Occupant(s):** CPC
Parking: 5	**Gross area:** 2,004.29 m^2
Access: Good	**Storey(s):** 1 plus basement
Zoning: Commercial, residential	**Construction date(s):** 1958-1959

Surrounding Land Use: Commercial, residential

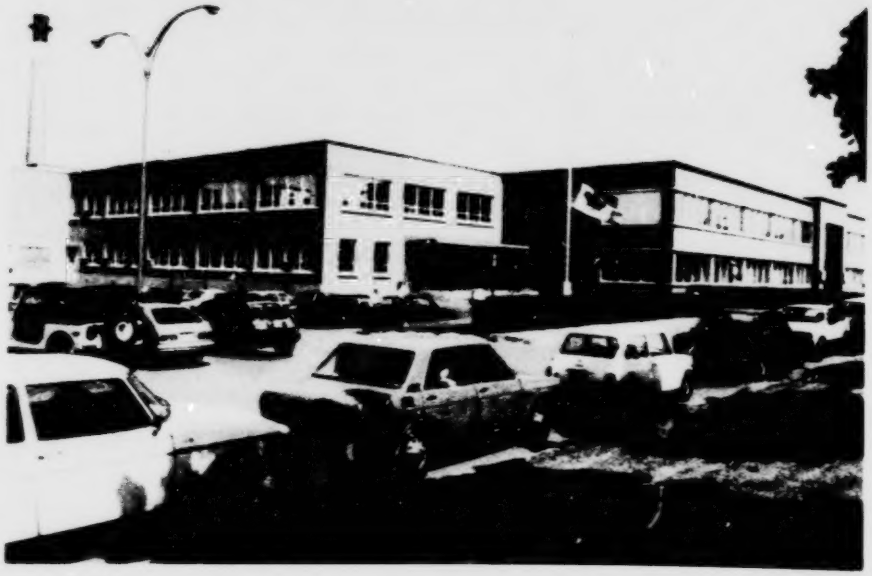
CRPI: 2465480 16 DPWO 07012

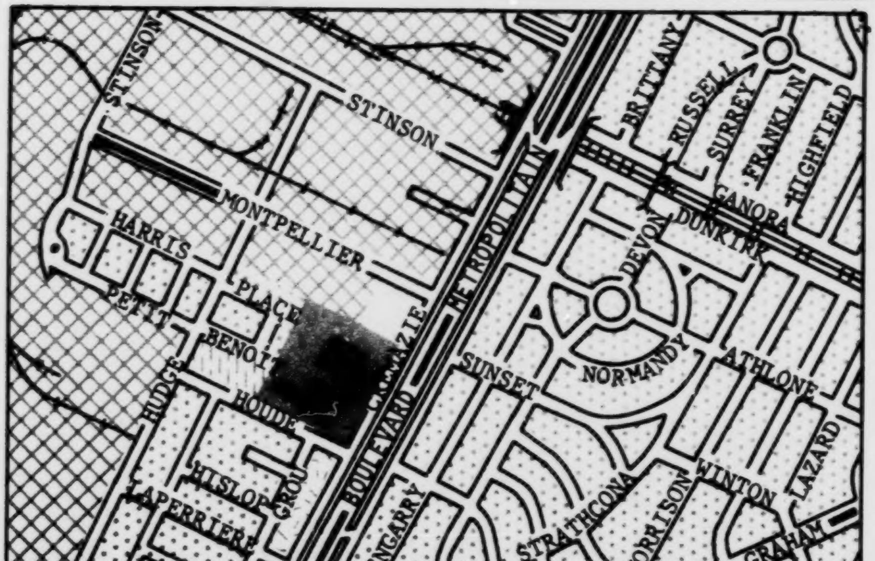
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 29

TPC OFFICE NATIONAL DU FILM
PWC NATIONAL FILM BOARD




STINSON
STINSON
MONTPELLIER
HARRIS
PETIT
PLACE
BENOIT
HUDGE
HOUDE
HISLOP
GROU
LAPERRIERE
McKENZIE
BOULEVARD
METROPOLITAIN
GLENGARRY
SUNSET
BRITTANY
RUSSELL
SURREY
FRANKLIN
HIGHFIELD
CANORA
DEVON
DUNKIRK
NORMANDY
ATHLONE
STRATHCONA
MORRISON
WINTON
LAZARD
BOUL GRAHAM

ECHELLE/SCALE 1:12500

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	⊠
RÉSIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▩

5.2.29 PWC - National Film Board

Location: 3155 Côte de Liesse, Ville St-Laurant
Periphery

SITE

Area: 5.92 ha
Acquisition date(s): 1952, 1961

% Occupied by Structures: 40%
Parking: 464
Access: Good
Zoning: Commercial, residential

STRUCTURE(S)

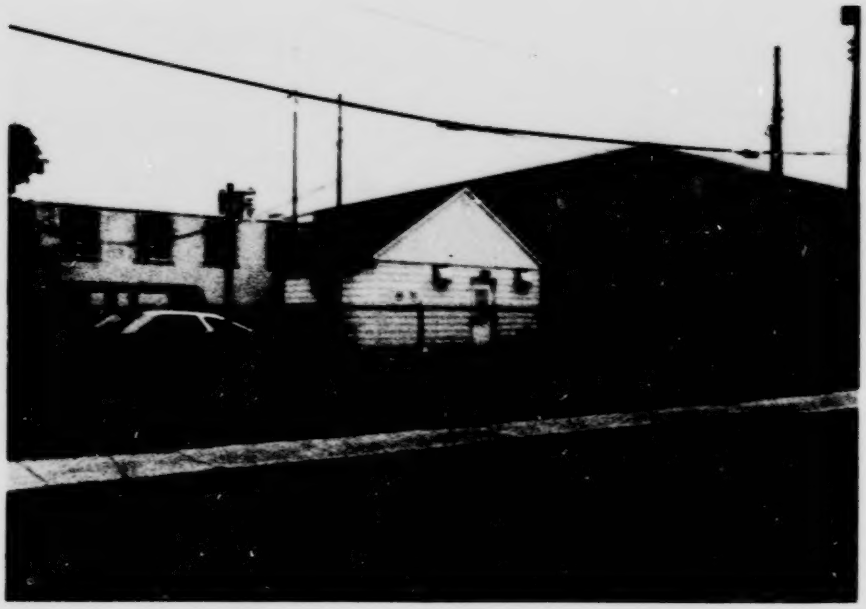
Number: 6
Use: Film production and administration
Occupant(s): NFB
Gross area: 38,452,94 m^2
Storey(s): 1 to 6
Construction date(s): 1956 (5 bldgs.) 1970 (1 bldg.)

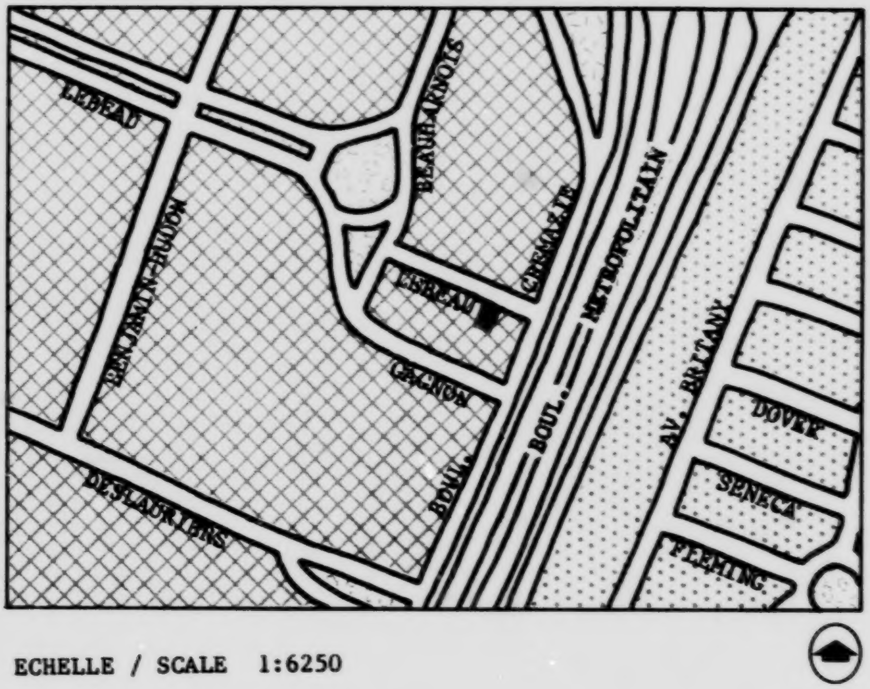
Surrounding Land Use: Industrial, residential

CRPI: 2465480 16 DPWO 07013

Figure 30

TC RADIOBORNE EXTÉRIEURE DU SYSTÈME D'ATTERRISSAGE AUX INSTRUMENTS
TC INSTRUMENTAL LANDING SYSTEM OF THE OUTER MARKER SITE




LEBEAU
BEAUHARNOIS
BENJAMIN-HUDON
LEBEAU
CREMAZIE
METROPOLITAIN
BOUL.
GAGNON
BOUL.
DESLAURIERS
AV. BRITTANY
DOVER
SENECA
FLEMING

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	⊠
RÉSIDENTIEL / RESIDENTIAL	⁘	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.30 TC - Outer Marker for the Instrumental Landing System

Location: Lebeau Street, Ville St-Laurant
Periphery

SITE

Area: 0.10 ha
Acquisition date(s): 1968

% Occupied by Structures: 10%
Parking: N/A
Access: N/A
Zoning: Industrial

Surrounding Land Use: Industrial

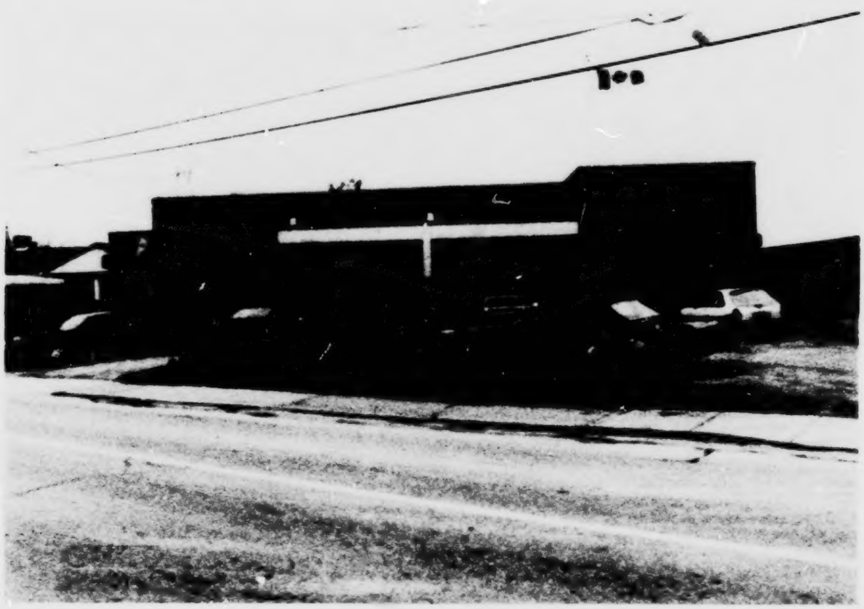
CRPI: 2465480 16 MOTO 07022

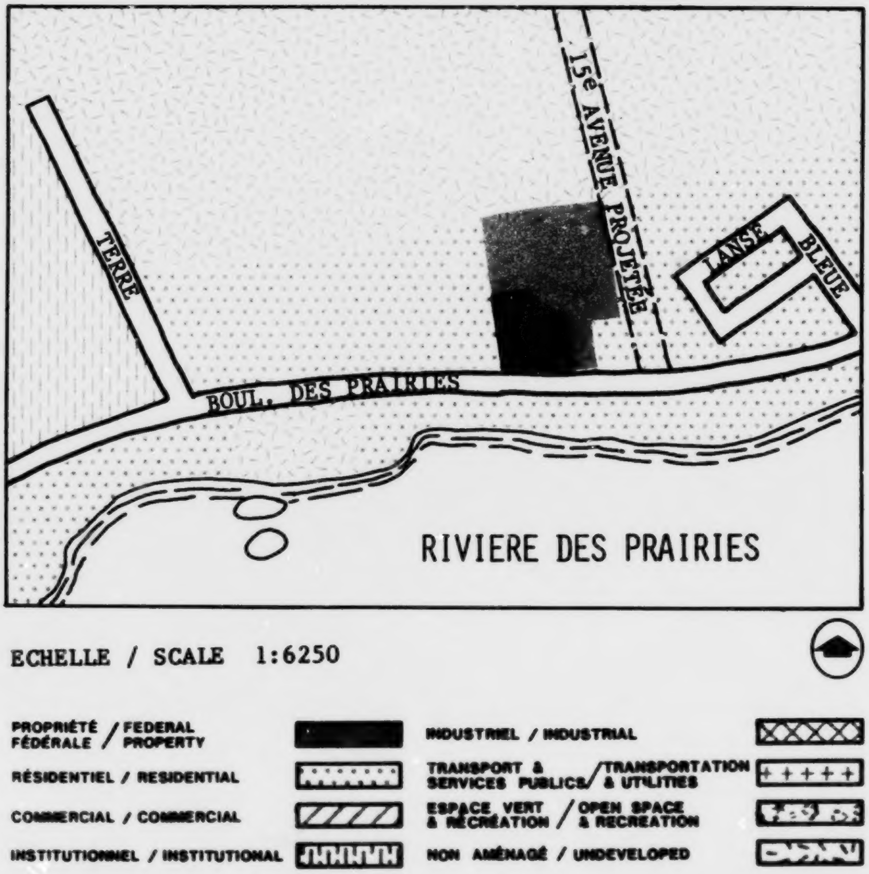
STRUCTURE(S)

Number: 1
Use: Shelter for electronic equipment
Occupant(s): TC
Gross area: 32.05 m^2
Storey(s): N/A
Construction date(s): 1968

Figure 31

TPC SUCCURSALE POSTALE LAVAL-DES-RAPIDES
PWC LAVAL-DES-RAPIDES POSTAL STATION




TERRE
15e AVENUE PROJETEE
LANSE BLEUE
BOUL. DES PRAIRIES
RIVIERE DES PRAIRIES
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.31 PWC - Laval-Des-Rapides Postal Station*

Location: 157 Des Prairies Boulevard, Laval
Periphery

SITE	STRUCTURE(S)
Area: 0.82 ha	**Number:** 1
Acquisition date(s): 1960, 1980	**Use:** Post Office
% Occupied by Structures: 25%	**Occupant(s):** CPC
Parking: 35	**Gross area:** 2,200.32 m^2
Access: fair	**Storey(s):** 1
Zoning: Public, semipublic	**Construction date(s):** 1961

Surrounding Land Use: Residential, vacant

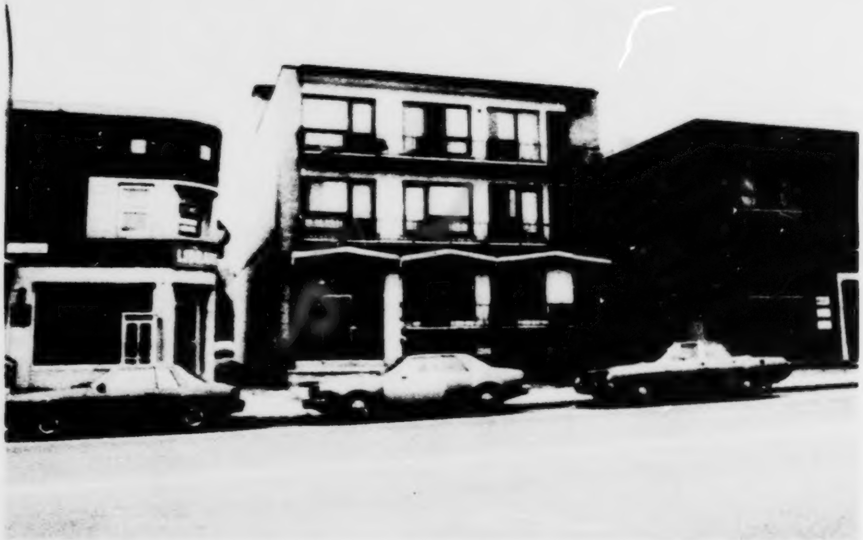
CRPI: 2464500 35 DPWO 06930

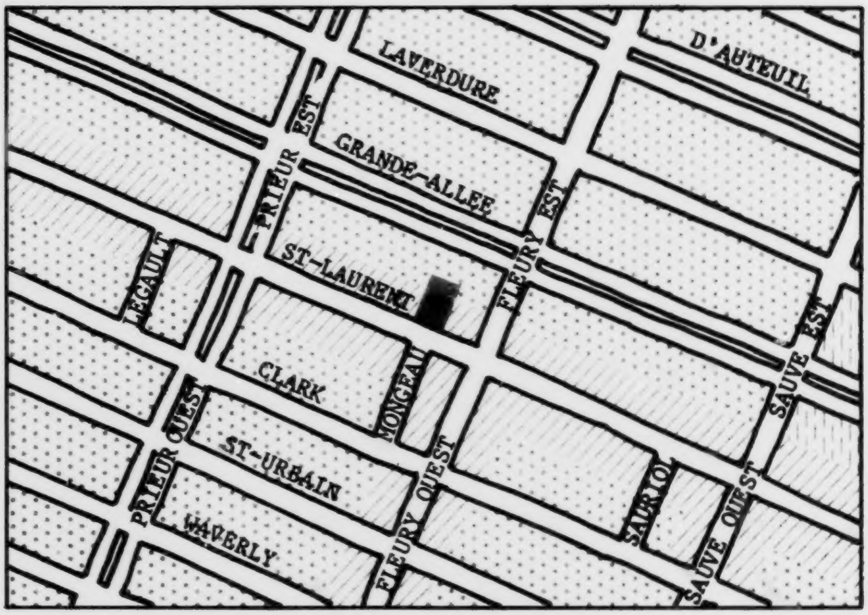
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 32

SCC CENTRE CORRECTIONNEL COMMUNAUTAIRE MARTINEAU
CSC MARTINEAU COMMUNITY CORRECTIONAL CENTER




LAVERDURE
D'AUTEUIL
GRANDE-ALLEE
PRIEUR EST
ST-LAURENT
LEGAULT
FLEURY EST
CLARK
MONGEAU
SAUVE EST
ST-URBAIN
PRIEUR OUEST
FLEURY OUEST
SAURIOL
SAUVE OUEST
WAVERLY

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒☒☒☒
RÉSIDENTIEL / RESIDENTIAL	⁙	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▤

5.2.32 CSC - Martineau Community Correctional Centre

Location: 10345 St. Lawrence Boulevard, Montreal
Periphery

SITE

Area: 0.07 ha
Acquisition date(s): 1978
% Occupied by Structures: 50%
Parking: None
Access: Very Good
Zoning: Commercial

STRUCTURE(S)

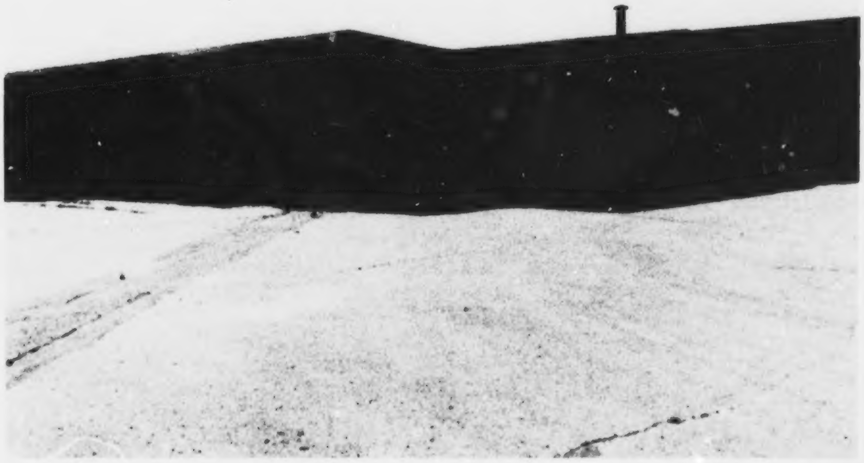
Number: 1
Use: Halfway House
Occupant(s): CSC
Gross area: 1,055.38 m^2
Storey(s): 3 plus basement
Construction date(s): 1967

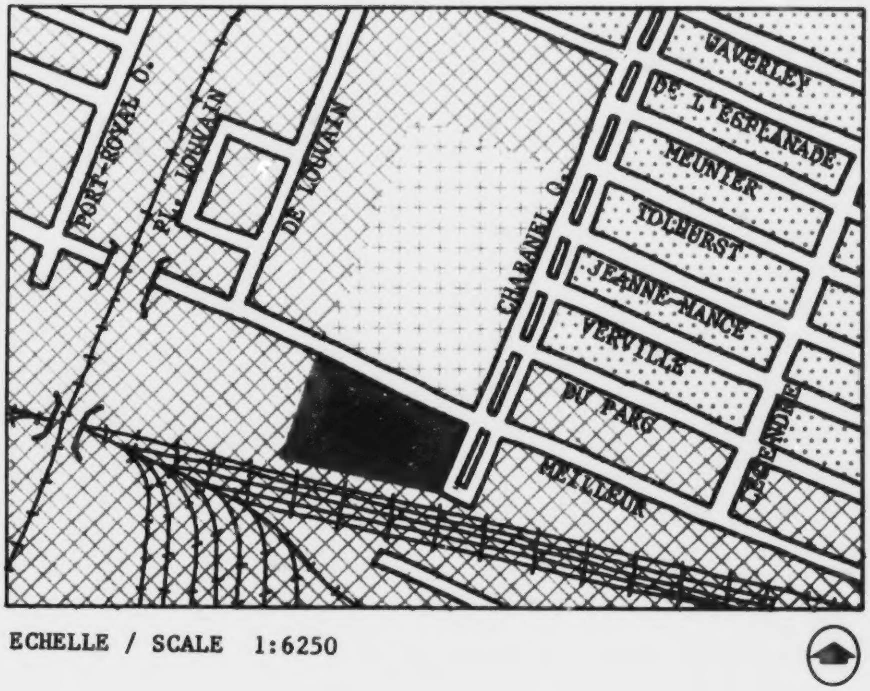
Surrounding Land Use: Commercial, residential

CRPI: 2465260 67 PENO 07191

Figure 33

TPC ANCIENNE GARNISON CHABANEL
PWC FORMER CHABANEL GARRISON




PORT-ROYAL O.
PL. LOUVAIN
DE LOUVAIN
CHABANEL O.
GAVERLEY
DE L'ESPLANADE
MEUNIER
TOLHURST
JEANNE-MANCE
VERVILLE
DU PARC
MEILLEUR
LAJEUNESSE
ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	∴∴∴	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	////	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.33 PWC - Former Chabanel Garrison

Location: 9300 Meilleur Street, Montreal
Periphery

SITE

Area: 1.49 ha
Acquisition date(s): not available
% Occupied by Structures: 30%
Parking: 30
Access: Very Good
Zoning: Industrial

Surrounding Land Use: Industrial

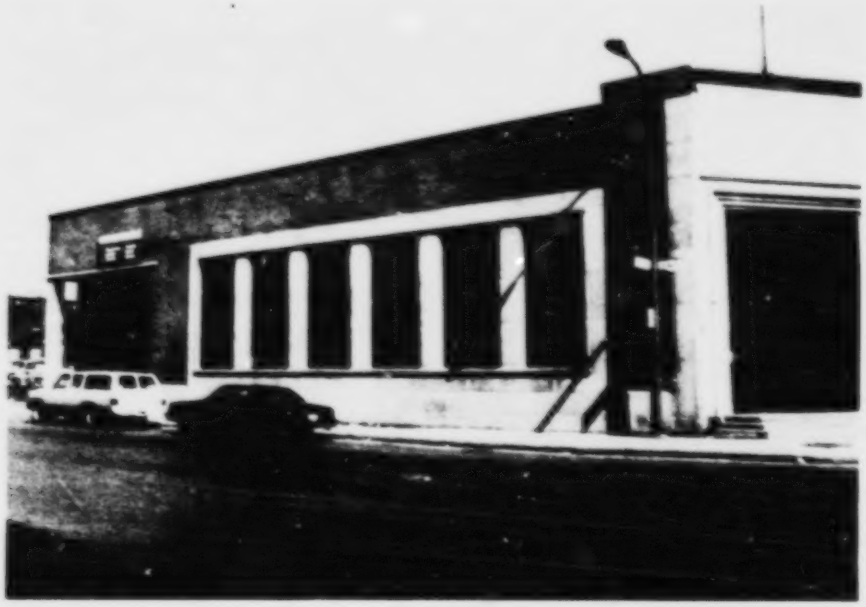
CRPI: 2465260 59 DPWO 22044

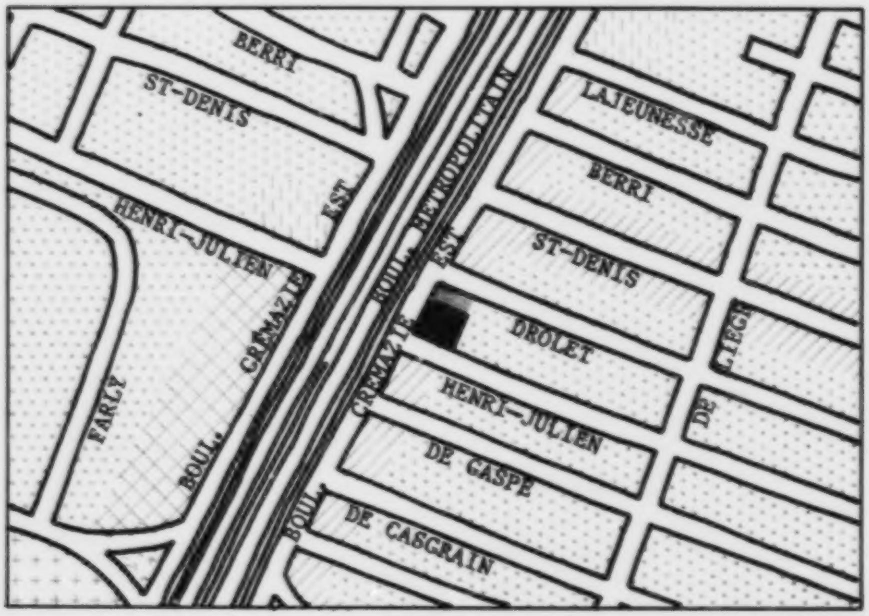
STRUCTURE(S)

Number: 1
Use: Storage
Occupant(s): CSC
Gross area: 4,682.31 m^2
Storey(s): 2 plus basement
Construction date(s): 1951

Figure 34

TPC SUCCURSALE POSTALE YOUVILLE
PWC YOUVILLE POSTAL STATION




BERRI
ST-DENIS
HENRI-JULIEN
EST
CREMAZIE
BOUL.
FARLY
BOUL. METROPOLITAIN
EST
CREMAZIE
BOUL.
LAJEUNESSE
BERRI
ST-DENIS
DROLET
HENRI-JULIEN
DE GASPE
DE CASGRAIN
DE LIEGE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒☒☒☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	░
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▒

5.2.34 PWC - Youville Postal Station*

Location: 300 Crémazie Boulevard East, Montreal
Periphery

SITE

Area: 0.16 ha
Acquisition date(s): 1950
% Occupied by Structures: 80%
Parking: 5
Access: Very Good
Zoning: Commercial, residential

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC, CCA
Gross area: 3,225.69 m^2
Storey(s): 2 plus basement
Construction date(s): 1954

Surrounding Land Use: Commercial, residential

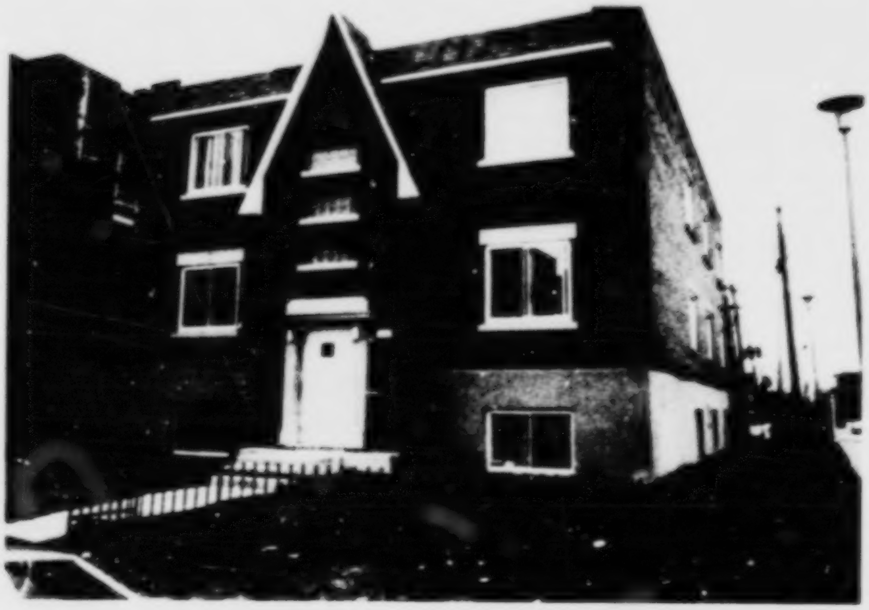
CRPI: 2465260 59 DPWO 07169

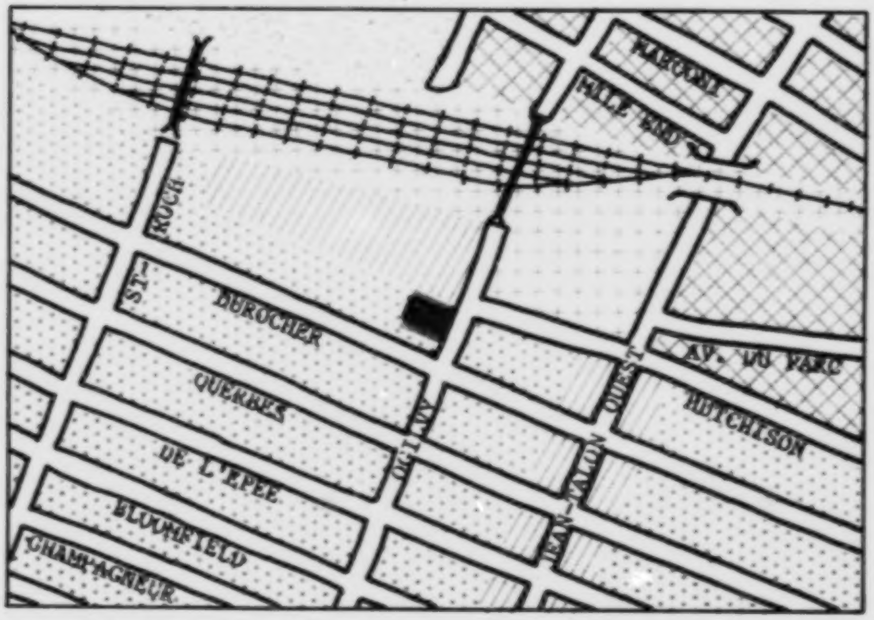
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 35

SCC CENTRE CORRECTIONNEL COMMUNAUTAIRE OGILVY
CSC OGILVY COMMUNITY CORRECTIONAL CENTER




MARCONI
MILE END
ST-ROCH
DUROCHER
QUERBES
DE L'EPEE
BLOOMFIELD
CHAMPAGNEUR
OGILVY
JEAN-TALON OUEST
AV. DU PARC
HUTCHISON

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	⊠
RÉSIDENTIEL / RESIDENTIAL	⁚⁚⁚	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	////	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	∴
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▭

5.2.35 CSC - Ogilvy Community Correctional Centre

Location: 435 Ogilvy Road, Montreal
Periphery

SITE

Area: 0.04 ha
Acquisition date(s): 1975
% Occupied by Structures: 50%
Parking: None
Access: Good
Zoning: Commercial, residential

STRUCTURE(S)

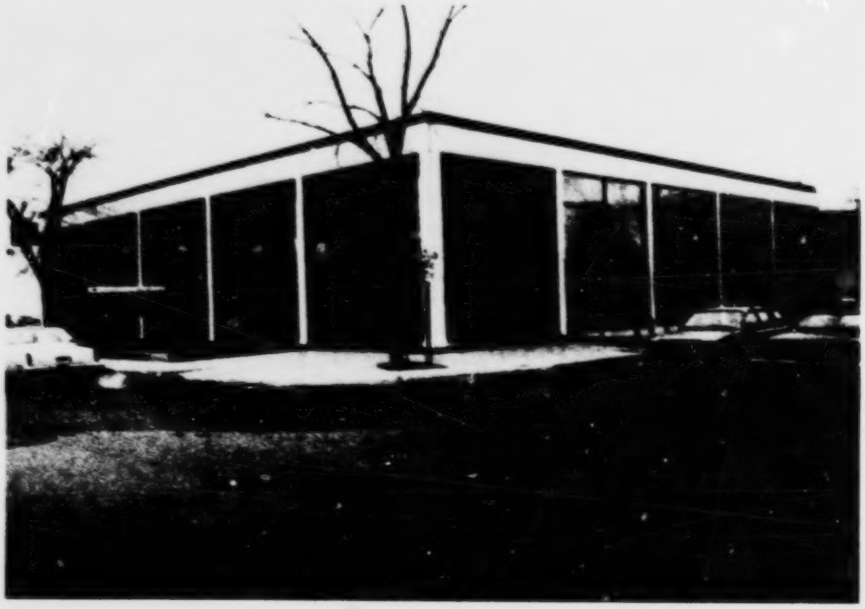
Number: 1
Use: Halfway House
Occupant(s): CSC
Gross area: 585.29 m^2
Storey(s): 2 plus basement
Construction date(s): 1952

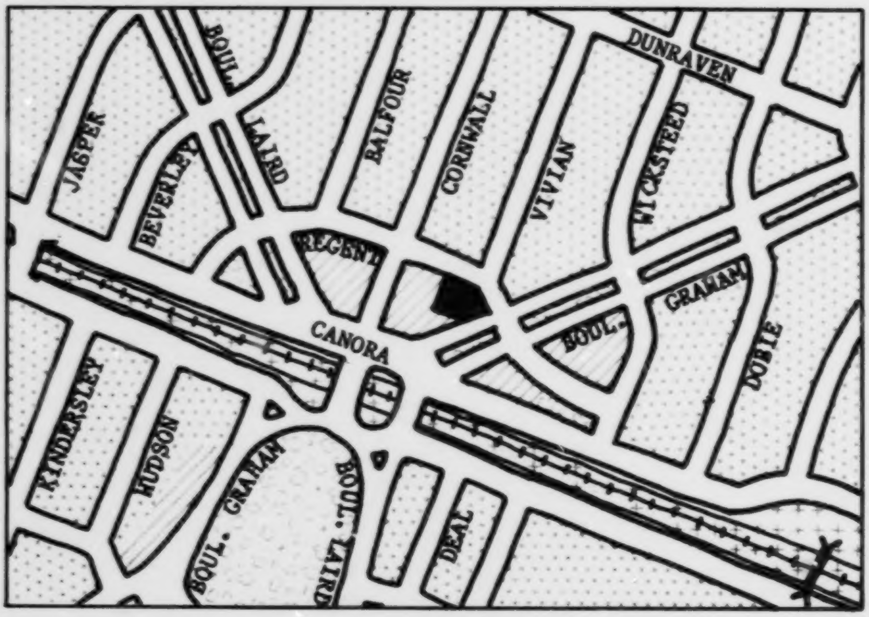
Surrounding Land Use: Commercial, residential

CRPI: 2465260 59 PENO 07177

Figure 36

TPC SUCCURSALE POSTALE MONT-ROYAL
PWC MOUNT-ROYAL POSTAL STATION




DUNRAVEN
BOUL. LAIRD
BALFOUR
CORNWALL
VIVIAN
WICKSTEED
JASPER
BEVERLEY
REGENT
CANORA
BOUL. GRAHAM
DOBIE
KINDERSLEY
HUDSON
BOUL. GRAHAM
BOUL. LAIRD
DEAL

ECHELLE / SCALE 1:7700

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⁙	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▦
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.36 PWC - Mount Royal Postal Station*

Location: 1427 Graham Boulevard, Town of Mount Royal
Periphery

SITE

Area: 0.11 ha
Acquisition date(s): 1950
% Occupied by Structures: 95%
Parking: None
Access: Good
Zoning: Commercial

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 1,861.78 m^2
Storey(s): 1 plus basement
Construction date(s): 1956

Surrounding Land Use: Commercial, residential

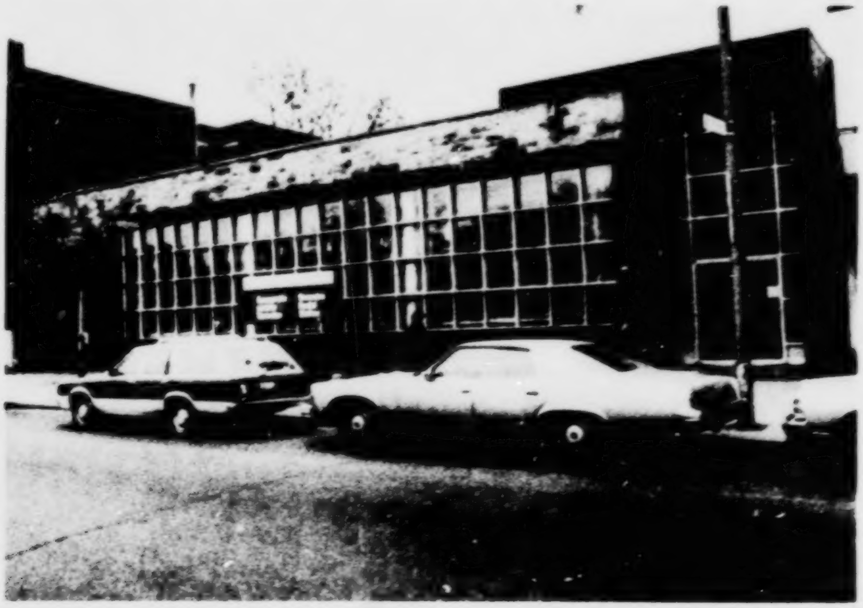
CRPI: 2465460 47 DPWO 07009

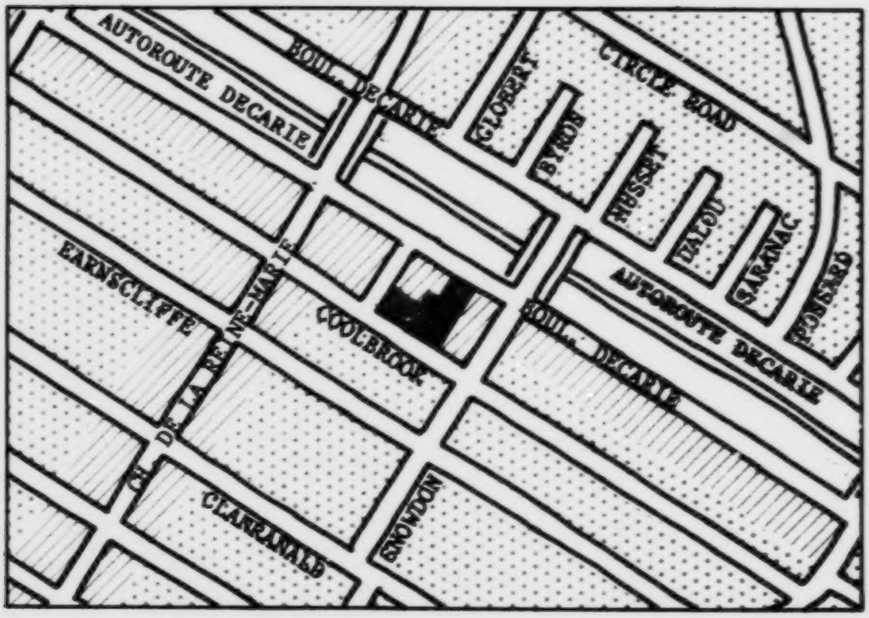
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 37

TPC SUCCURSALE POSTALE SNOWDON
PWC SNOWDON POSTAL STATION




AUTOROUTE DECARIE
BOUL. DECARIE
GLOBERT
BYRON
CIRCLE ROAD
HUSSET
DALOU
SARANAC
RONSARD
EARNSCLIFFE
CH. DE LA REINE-MARIE
COOLBROOK
BOUL. DECARIE
AUTOROUTE DECARIE
CLANRANALD
SNOWDON

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⬚	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▤

5.2.37 PWC - Snowdon Postal Station*

Location: 4944 Décarie Boulevard, Montreal
Periphery

SITE

Area: 0.20 ha
Acquisition date(s): 1952, 1953
1954, 1958
% Occupied by Structures: 80%
Parking: 5
Access: Good
Zoning: Commercial, residential

STRUCTURE(S)

Number: 1
Use: Post Office

Occupant(s): CPC
Gross area: 2,212.21 m^2
Storey(s): 1 plus basement
Construction date(s): 1954, 1961

Surrounding Land Use: Commercial, residential

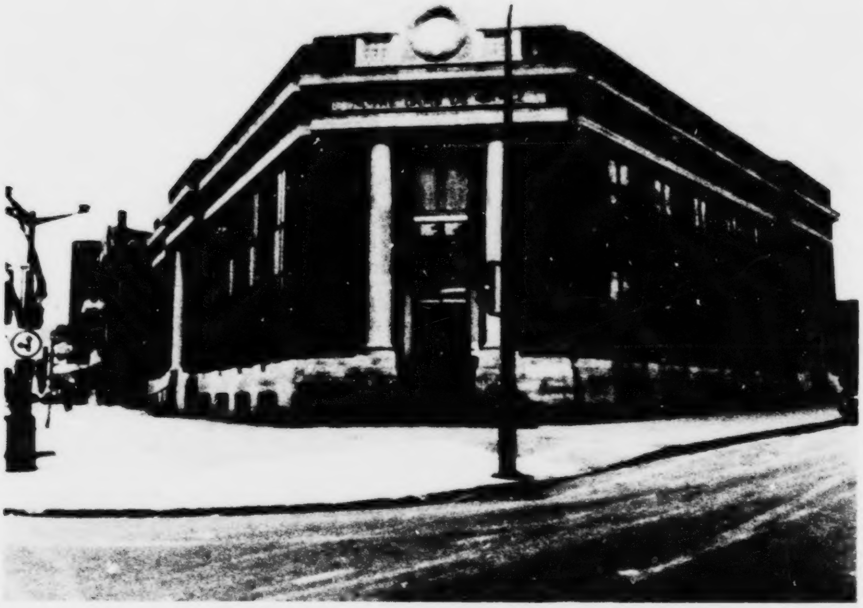
CRPI: 2465260 60 DPWO 07078

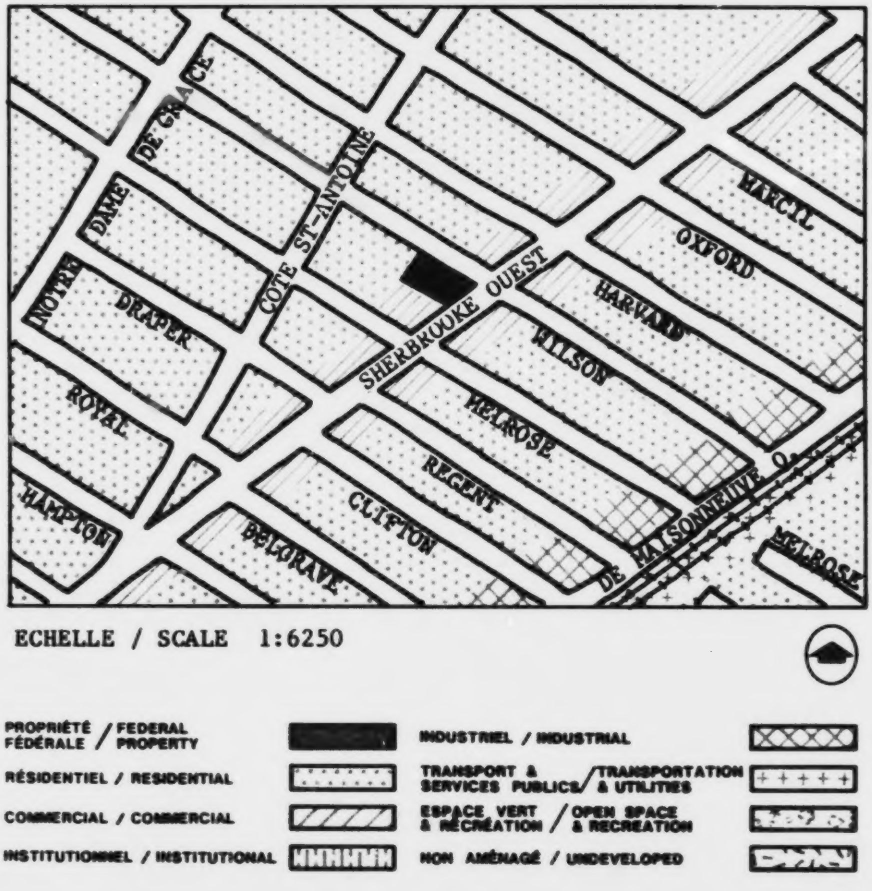
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 38

TPC SUCCURSALE POSTALE NOTRE-DAME-DE-GRÂCE
PWC NOTRE-DAME-DE-GRÂCE POSTAL STATION




NOTRE DAME DE GRACE
COTE ST-ANTOINE
SHERBROOKE OUEST
DRAPER
ROYAL
HAMPTON
BELGRAVE
CLIFTON
REGENT
MELROSE
WILSON
HARVARD
OXFORD
MARCIL
DE MAISONNEUVE O.
MELROSE
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.38 PWC - Notre-Dame-De-Grace Postal Station*

Location: 5751 Sherbrooke Street West, Montreal
Periphery

SITE

Area: 0.18 ha
Acquisition date(s): 1931, 1947
1966
% Occupied by Structures: 80%
Parking: 1
Access: Good
Zoning: Commercial, residential

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 2,877.70 m^2
Storey(s): 2 plus basement
Construction date(s): 1934

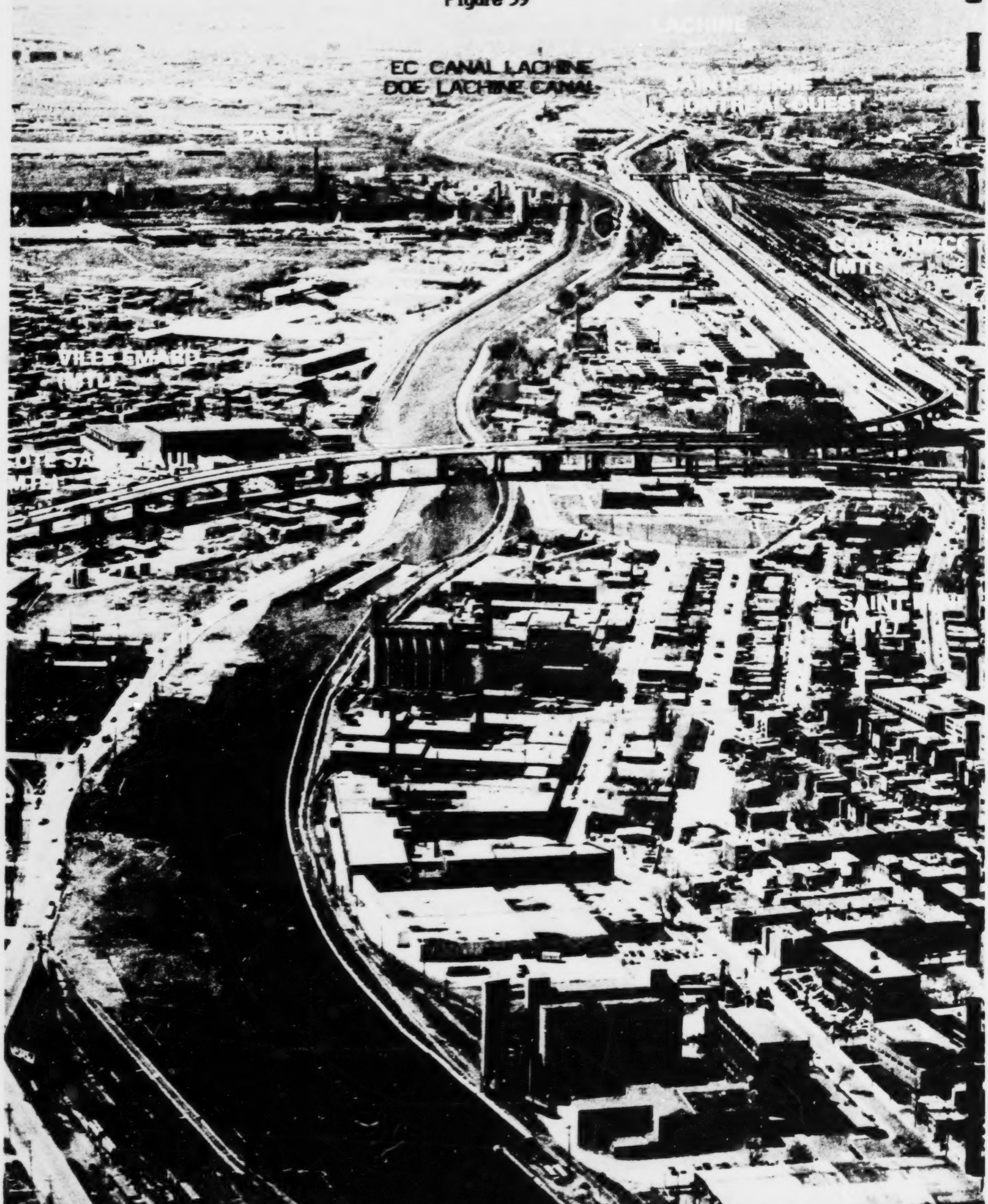
Surrounding Land Use: Commercial, residential

CRPI: 2465260 60 DPWO 07071

---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 39


LACHINE
EC CANAL LACHINE
DOE LACHINE CANAL
SAINT-PIERRE
MONTRÉAL OUEST
LASALLE
(MTL)
VILLE ÉMARD
(MTL)
COTE SAINT-PAUL
(MTL)
SAINT-
(MTL)

[illegible] Parcs Canada, 1978

5.2.39 DOE & PWC - Lachine Canal

Location: Canal crossing the municipalities of Lachine, Ville St-Pierre, LaSalle and Montreal, extending as far as the Bonaventure Autoroute
Periphery

SITE

Area: 94.69 ha
Acquisition date(s): 1979

% occupied by Structures: less than 1%

Parking: N/A
Access: Very Good
Zoning: Industrial

Surrounding Land Use: Industrial

CRPI: 2465340 33 DOE2 06958
2465400 48 DOE2 06959
2465420 29 DOE2 06971
2465260 60 DPWO 07052
2465260 60 DOE2 07033
2465260 60 DOE2 07057

STRUCTURE(S)

Number: 10
Use: Administration, garage, shelters
Occupant(s): DOE & PWC

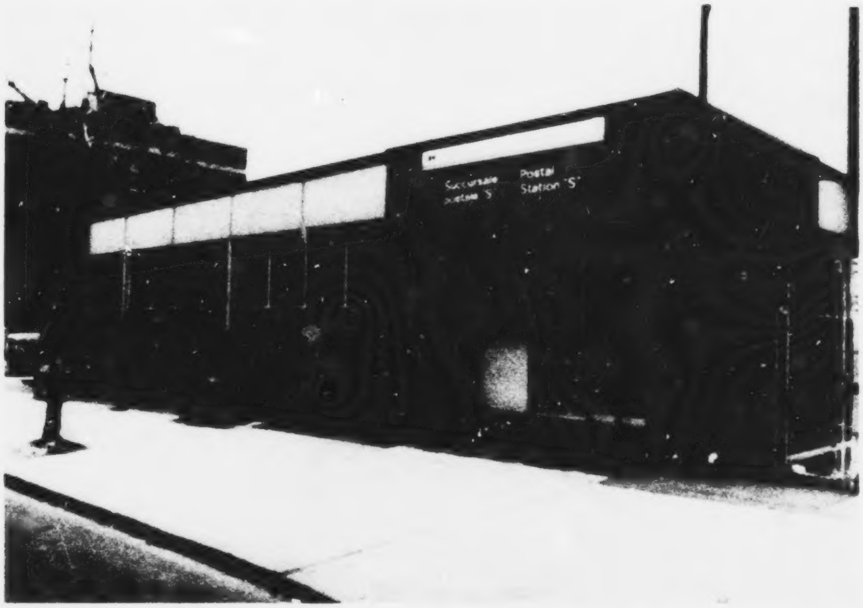
Gross area: not determined
Storey(s): N/A
Construction date(s): N/A

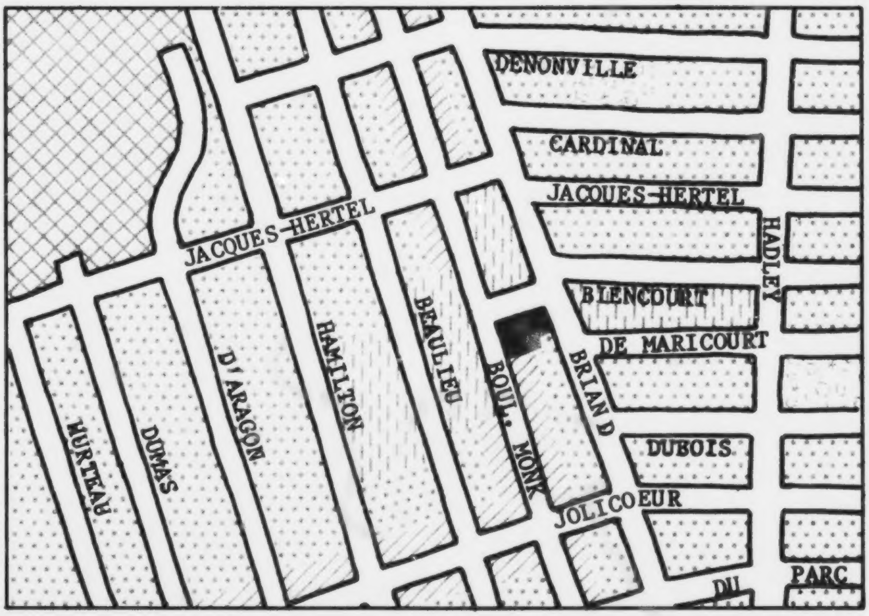
The Lachine Canal, measuring 12.50 km in length, begins in Lachine opposite 32nd Avenue and ends at Mill Street in Montreal, near the Bonaventure Autoroute.

A cycle path has been constructed along the Canal, enchancing it and providing the public with recreational space.

Figure 40

TPC SUCCURSALE POSTALE "S"
PWC POSTAL STATION "S"


Succursale postale "S"
Postal Station "S"


DENONVILLE
CARDINAL
JACQUES-HERTEL
JACQUES-HERTEL
HADLEY
BLENCOURT
DE MARICOURT
BEAULIEU
HAMILTON
D'ARAGON
DUMAS
MURTEAU
BOUL. MONK
BRIAND
DUBOIS
JOLICOEUR
DU
PARC

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FEDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒☒☒☒
RESIDENTIEL / RESIDENTIAL	∴∴∴	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▩

5.2.40 PWC - Postal Station "S"*

Location: 5970 Monk Boulevard, Montreal
Periphery

SITE

Area: 0.12 ha
Acquisition date(s): 1912, 1966, 1977
% occupied by Structures: 50%
Parking: 3
Access: Good
Zoning: Residential, commercial

STRUCTURE(S)

Number: 1
Use: Post Office

Occupant(s): CPC
Gross area: 954.11 m^2
Storey(s): 1 plus basement
Construction date(s): 1957

Surrounding Land Use: Commercial, institutional, residential

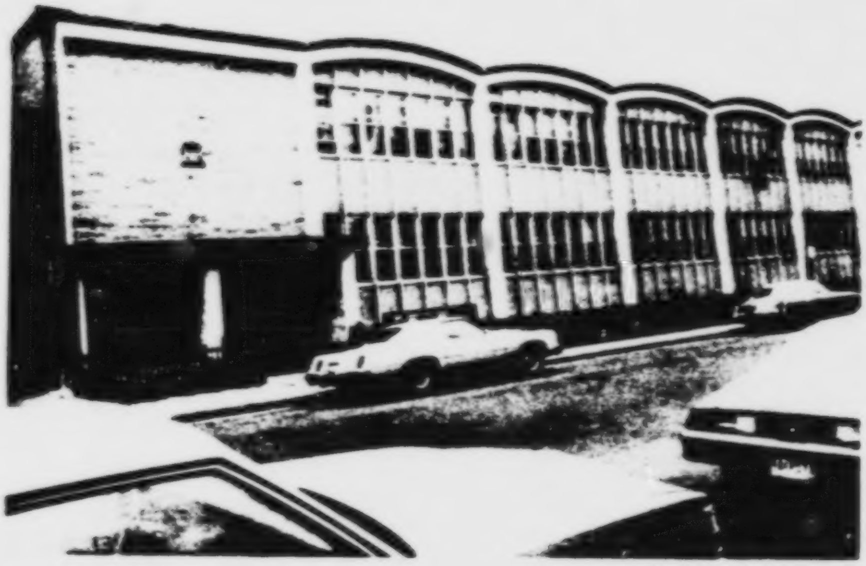
CRPI: 2465260 75 DPWO 07030

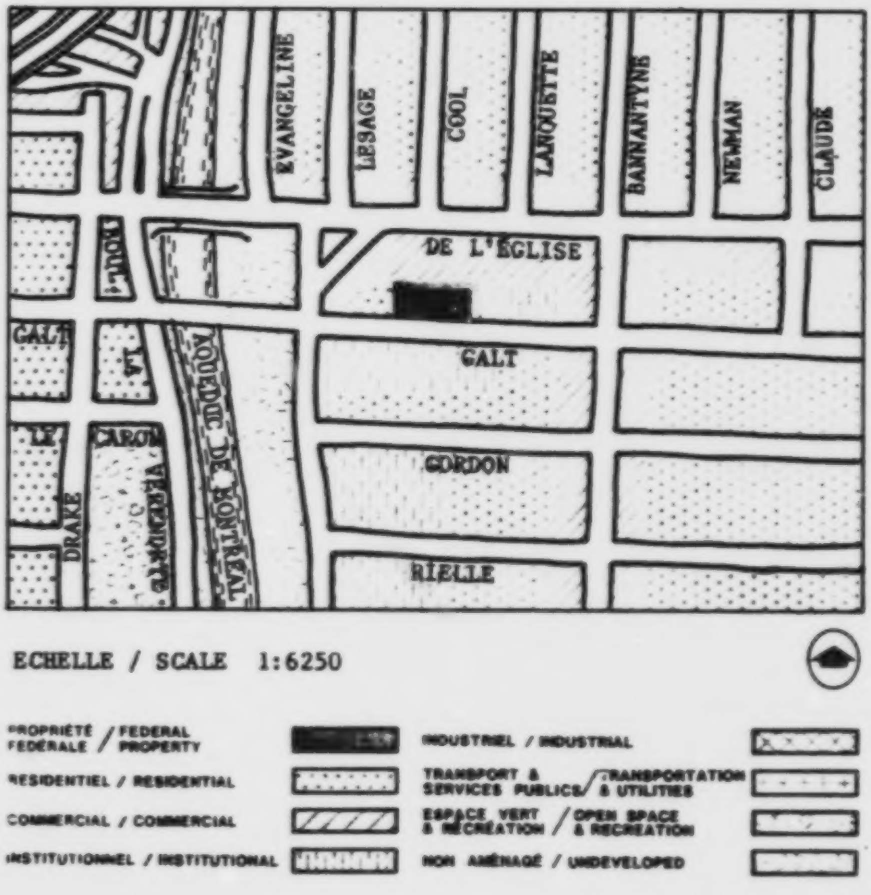
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 41

TPC CENTRE D'EMPLOI DU CANADA
PWC CANADA EMPLOYMENT CENTER





EVANGELINE
LESAGE
COOL
LANOUETTE
BANNANTYNE
NEWMAN
CLAUDE
BOUL.
DE L'ÉGLISE
GALT
LA
GALT
AQUEDUC DE MONTRÉAL
LE
CARON
DRAKE
LA VERENDRYE
GORDON
RIELLE
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.41 PWC - Canada Employment Centre

Location: 1055 Galt Street, Verdun
Periphery

SITE

Area: 0.30 ha
Acquisition date(s): 1959

% occupied by Structures: 70%
Parking: 35
Access: Good
Zoning: Residential

STRUCTURE(S)

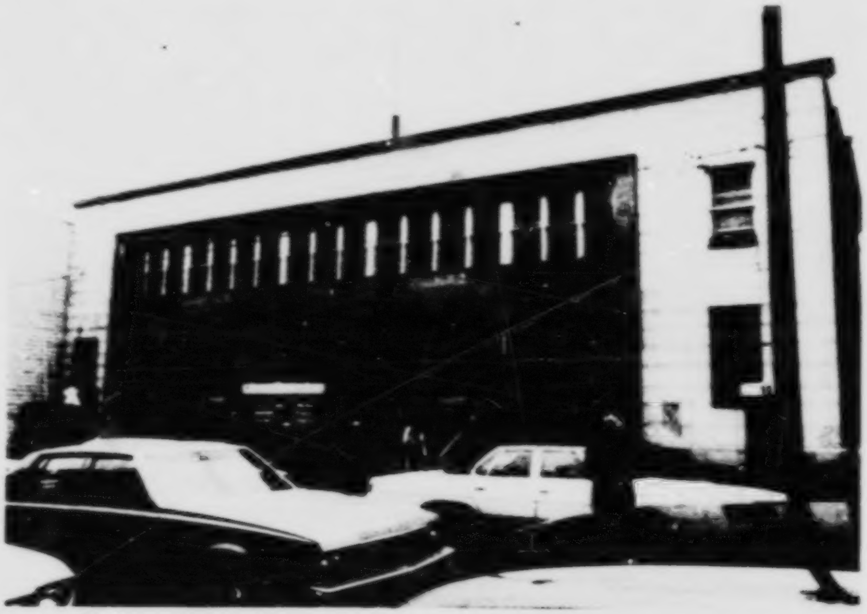
Number: 1
Use: Public Service and administration
Occupant(s): EIC
Gross area: 3,430.44 m^2
Storey(s): 2
Construction date(s): 1963

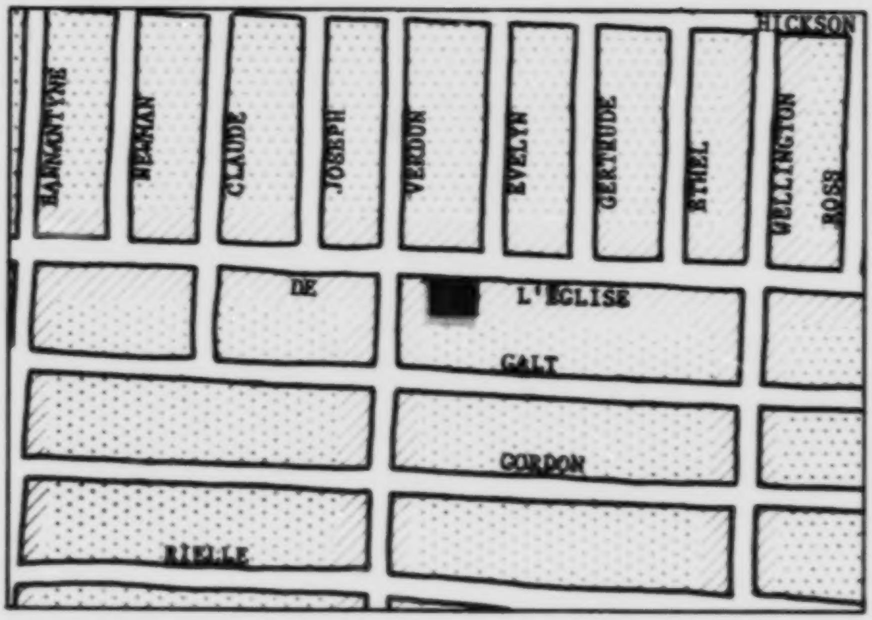
Surrounding Land Use: Institutional, commercial and residential

CRPI: 2465320 75 DPWO 06946

Figure 42

TPC SUCCURSALE POSTALE VERDUN
PWC VERDUN POSTAL STATION




HICKSON
BANNANTYNE
NEWMAN
CLAUDE
JOSEPH
VERDUN
EVELYN
GERTRUDE
ETHEL
WELLINGTON
ROSS
DE L'EGLISE
GALT
GORDON
RIELLE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒☒☒☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▦

5.2.42 PWC – Verdun Postal Station*

Location: 530 De l'Eglise Avenue, Verdun
Periphery

SITE

Area: 0.12 ha
Acquisition date(s): 1913
% Occupied by Structures: 85%
Parking: on public streets
Access: Good
Zoning: Commercial, residential

STRUCTURE(S)

Number: 1
Use: CPC/community space/housing
Occupant(s): CPC
Gross area: 1,880.54 m^2
Storey(s): 2 plus basement
Construction date(s): 1924, 1957

Surrounding Land Use: Commercial, residential

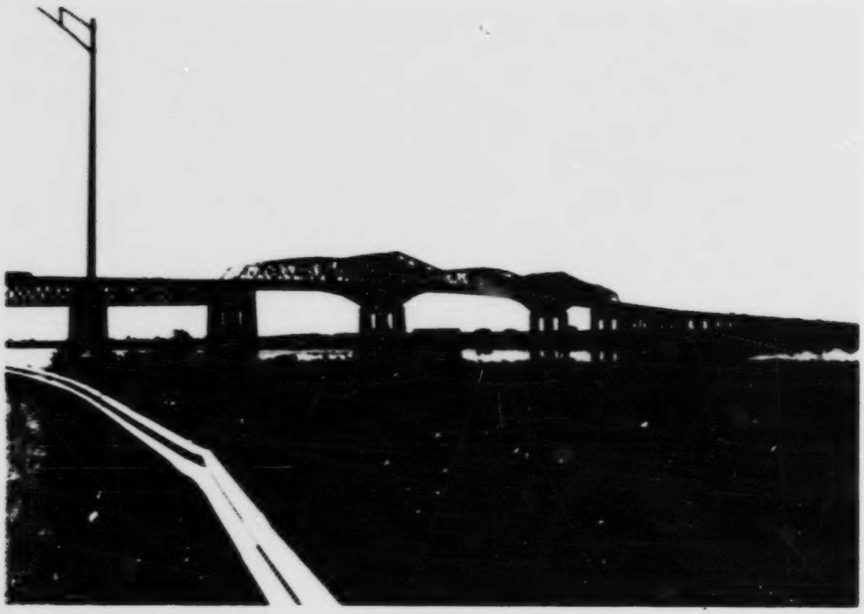
CRPI: 2465320 75 DPWO 06945

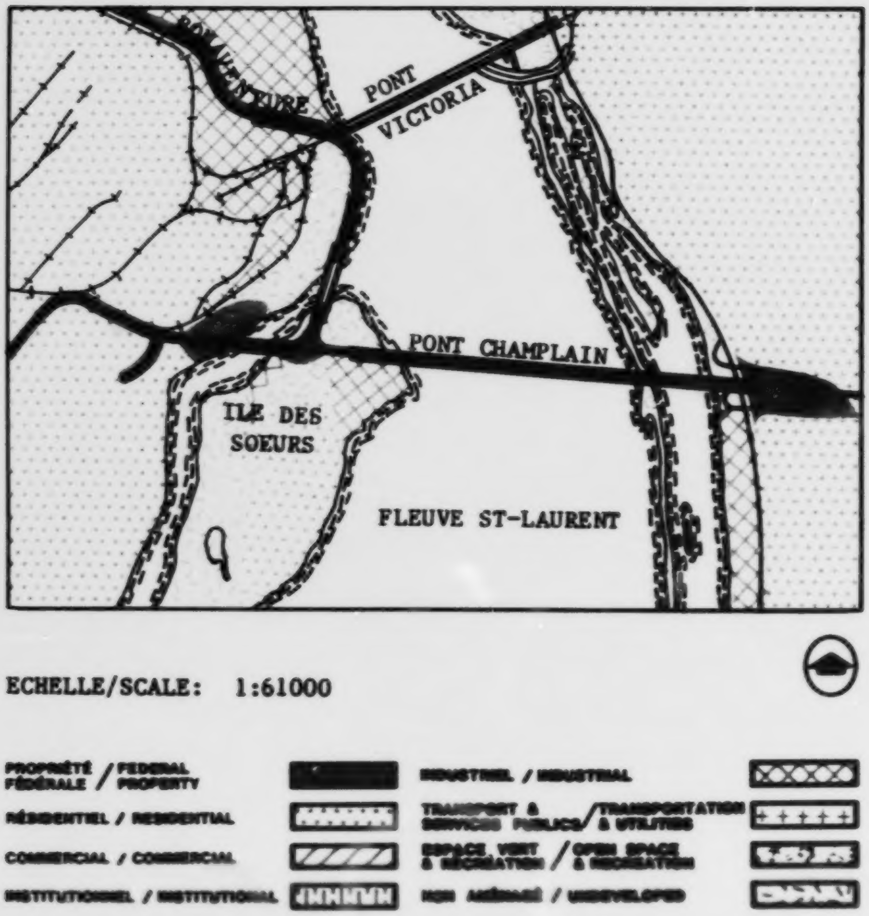
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 43

AVMS PONT CHAMPLAIN ET APPROCHES
SLSA CHAMPLAIN BRIDGE AND APPROACHES




BONAVENTURE
PONT VICTORIA
PONT CHAMPLAIN
ILE DES SOEURS
FLEUVE ST-LAURENT
ECHELLE/SCALE: 1:61000
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.43 SLSA (The Jacques-Cartier and Champlain Bridges Inc.) Champlain Bridge and approach and part of Bonaventure Autoroute

Location: Structure linking Montreal to Brossard
Waterfront

SITE	**STRUCTURE(S)**
Area: 126.02 ha	**Number:** 8 (bridge, toll booths and admin. bldg.)
Acquisition date(s): 1978	**Use:** Transportation route
% Occupied by Structures: 99%	**Occupant(s):** The Jacques-Cartier and Champlain Bridges Inc.
Parking: None	**Gross area:** 15.29 km
Access: Very Good	**Storey(s):** N/A
Zoning: Industrial and commercial	**Construction date(s):** 1962

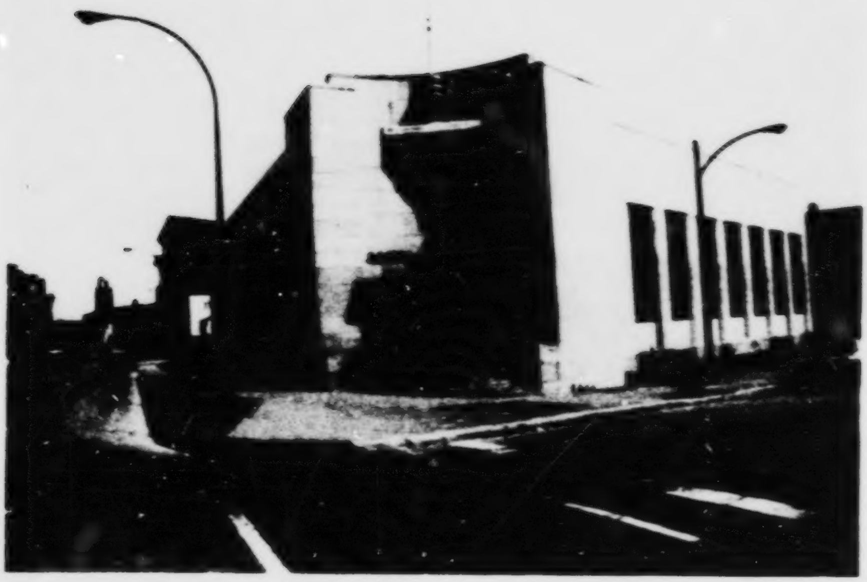
Surrounding Land Use: Industrial, commercial and residential

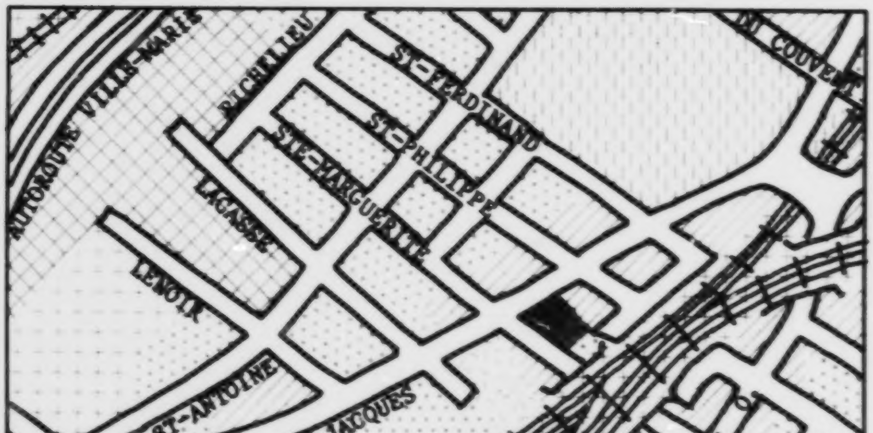
CRPI: 2465320 75 SLSO 22839
2465320 75 SLSO 22842
2465260 62 SLSO 22838
2465260 62 SLSO 22841
2465260 62 SLSO 22843
2466380 32 SLSO 22840

This bridge, which was completed in 1962, links Montreal to Brossard to the south, by way of Nun's Island (Verdun). The immense steel structure provides access via autoroutes 20 and 15 to the Autoroute des Cantons de l'Est on the South Shore.

Figure 44

TPC SUCCURSALE POSTALE ST-HENRI
PWC ST-HENRI POSTAL STATION




AUTOROUTE VILLE-MARIE
RICHELIEU
ST-FERDINAND
DU COUVENT
ST-PHILIPPE
STE-MARGUERITE
LACASSE
LENOIR
ST-ANTOINE
ST-JACQUES
DE COURCELLE
NOTRE-DAME
BEAUDOIN

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXXX
RESIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	/////	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	HHHHHH	NON AMÉNAGÉ / UNDEVELOPED	▨

5.2.44 PWC - St-Henri Postal Station*

Location: 4330 St-Jacques St. West, Montreal
Periphery

SITE

Area: 0.21 ha
Acquisition date(s): 1952
% Occupied by Structures: 60%
Parking: 15
Access: Very Good
Zoning: Residential, commercial

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 1,763.02 m^2
Storey(s): 1 plus basement
Construction date(s): 1951

Surrounding Land Use: Commercial, residential

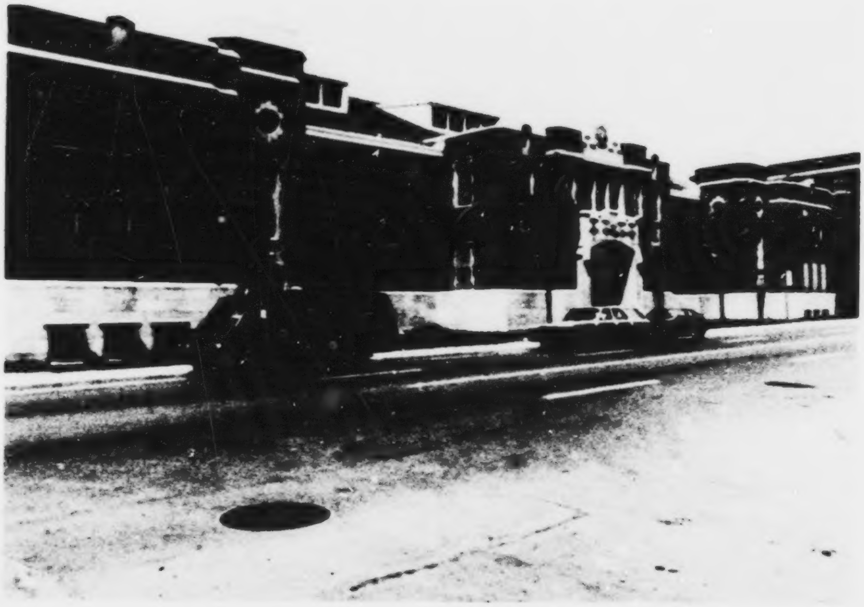
CRPI: 2465260 62 DPWO 07045

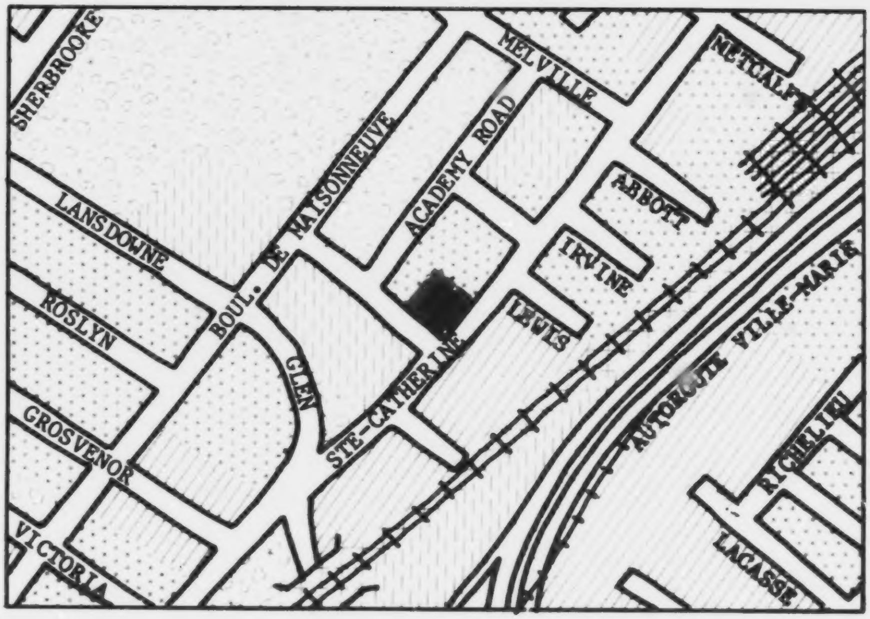
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 45

MDN MANÈGE MILITAIRE ROYAL DE MONTRÉAL
DND MONTREAL ROYAL ARMOURY




SHERBROOKE
LANSDOWNE
ROSLYN
GROSVENOR
VICTORIA
BOUL. DE MAISONNEUVE
GLEN
STE-CATHERINE
ACADEMY ROAD
MELVILLE
METCALFE
ABBOTT
IRVINE
LEWIS
AUTOROUTE VILLE-MARIE
RICHELIEU
LACASSE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FEDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	⊠
RESIDENTIEL / RESIDENTIAL	⁚	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.45 DND - Montreal Royal Armoury

Location: 4625 Ste-Catherine Street West, Westmount
Periphery

STRUCTURE(S)

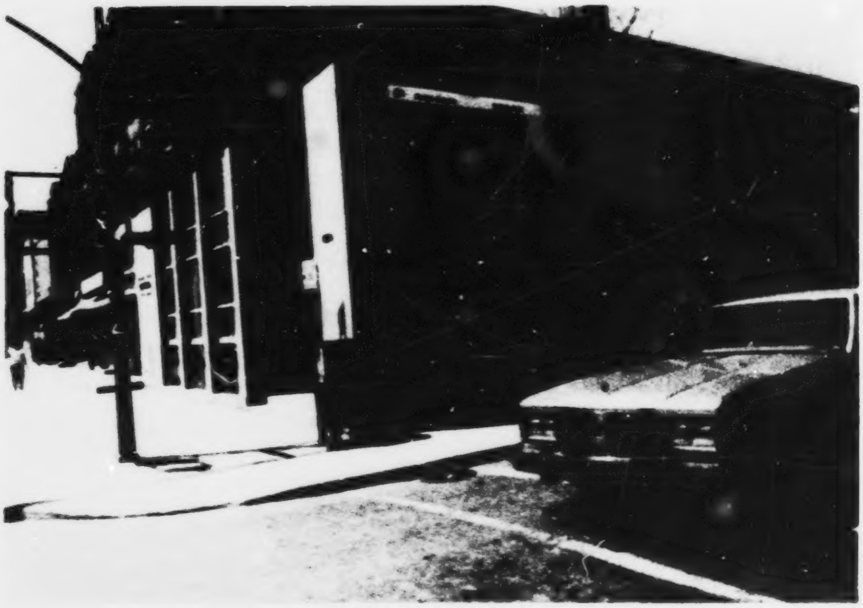
Number: 1
Use: Armoury
Occupant(s): DND
Gross area: 3,769.69 m^2
Storey(s): 1 plus basement and mezzanine
Construction date(s): 1925

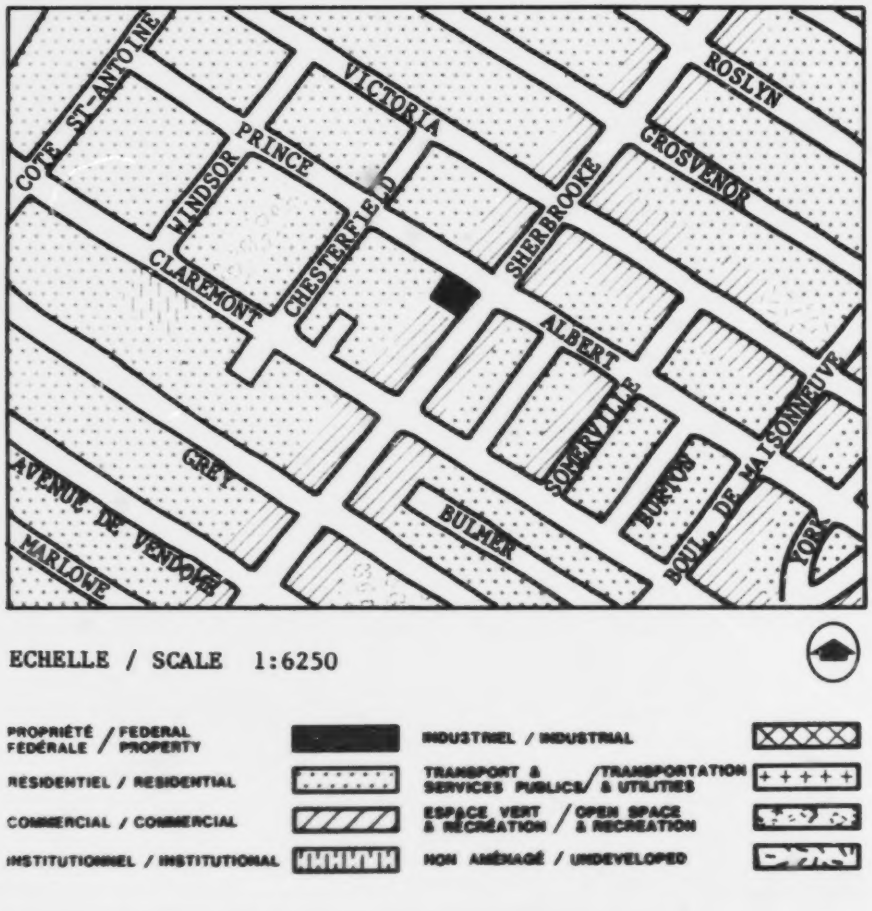
Surrounding Land Use: Residential, commercial, institutional

CRPI: 2465260 60 DNDO 07066

Figure 46

TPC SUCCURSALE POSTALE VICTORIA
PWC VICTORIA POSTAL STATION




COTE ST-ANTOINE
VICTORIA
ROSLYN
PRINCE
WINDSOR
SHERBROOKE
GROSVENOR
CHESTERFIELD
CLAREMONT
ALBERT
SOMERVILLE
GREY
AVENUE DE VENDOME
MARLOWE
BULMER
BURTON
BOUL. DE MAISONNEUVE
YORK
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RESIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.46 PWC - Victoria Postal Station*

Location: 4895 Sherbrooke Street West, Westmount

SITE

Area: 0.03 ha
Acquisition date(s): 1957
% Occupied by Structures: 95%
Parking: None
Access: Good
Zoning: Commercial, residential

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 467.67 m^2
Storey(s): 1 plus basement
Construction date(s): 1958

Surrounding Land Use: Commercial and residential

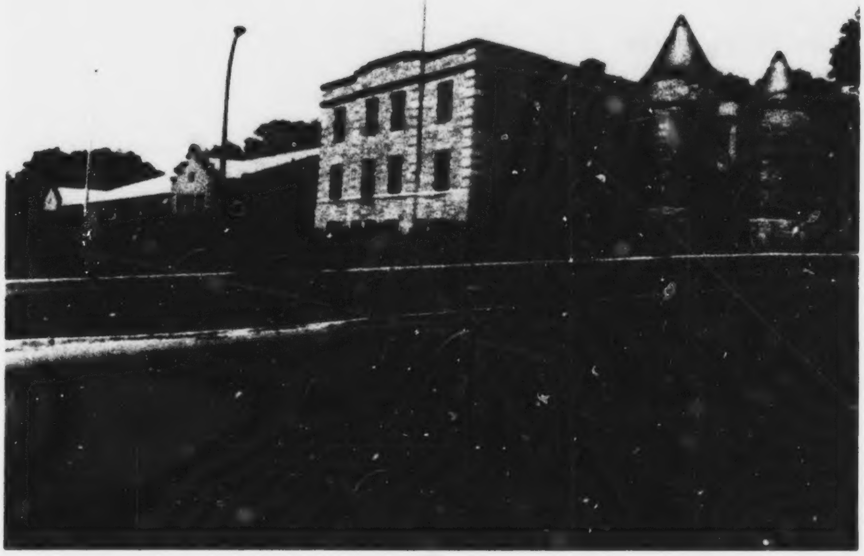
CRPI: 2465300 60 DPWO 06997

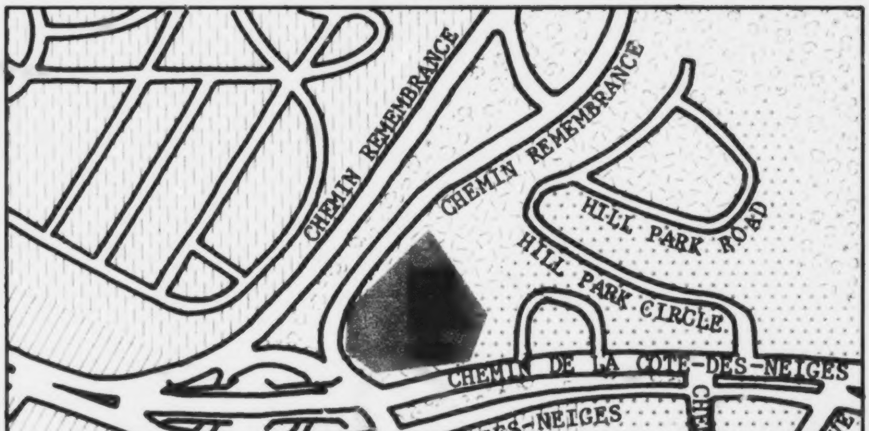
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 47

MDN CASERNE CÔTE-DES-NEIGES
DND CÔTE-DES-NEIGES ARMOURY




CHEMIN REMEMBRANCE
CHEMIN REMEMBRANCE
HILL PARK ROAD
HILL PARK CIRCLE
CHEMIN DE LA COTE-DES-NEIGES
CHEMIN DE LA COTE-DES-NEIGES
CHEMIN GAGE
HIGHLAND
TRAFALGAR AVE
TRAFALGAR RD.
BELVEDERE RD

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FEDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	////	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.47 DND - Cote-Des-Neiges Armoury

Location: 4185 Côte-des-Neiges Road, Montreal
Periphery

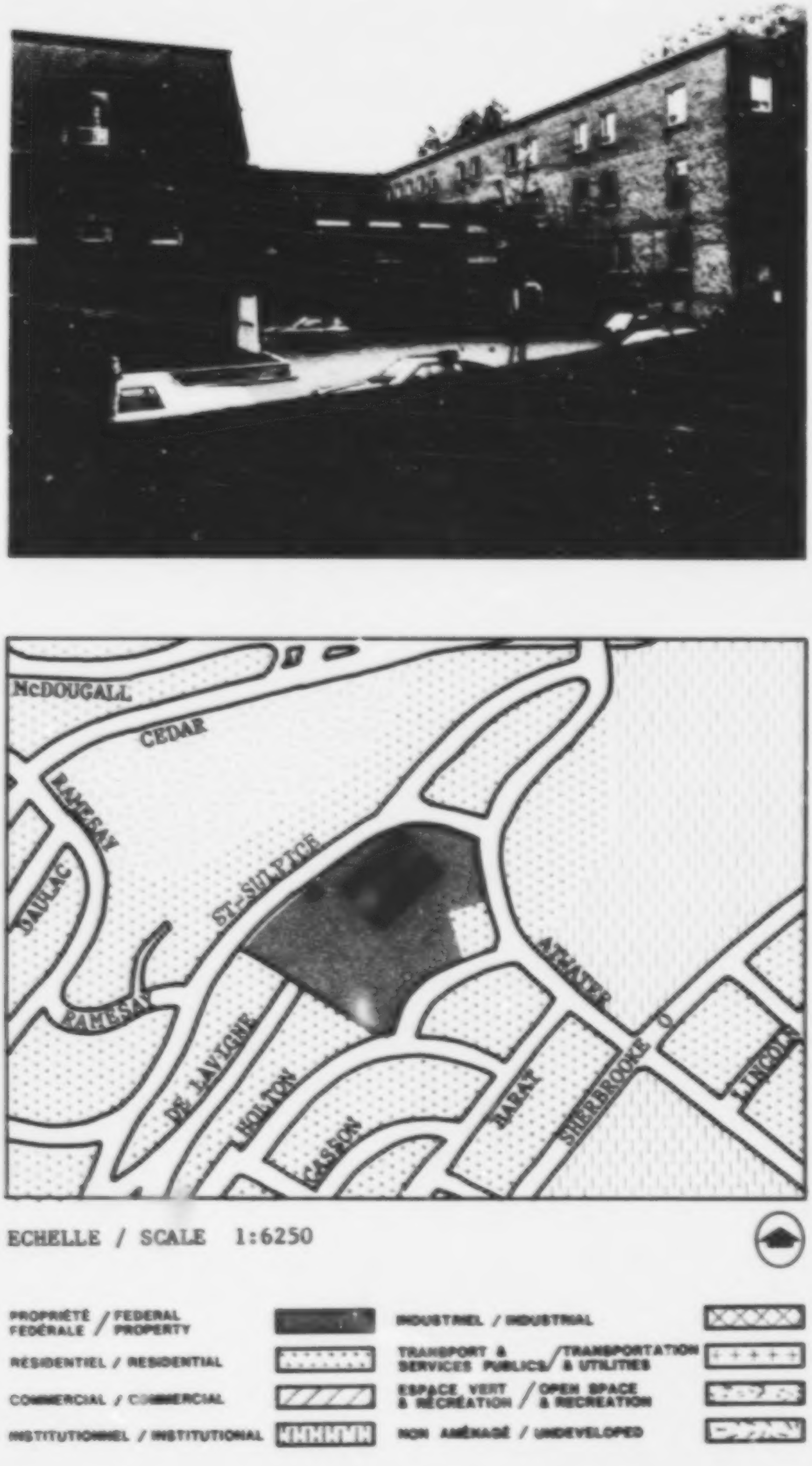
SITE	**STRUCTURE(S)**
Area: 1.75 ha	**Number:** 1
Acquisition date(s): 1934	**Use:** Armoury
% Occupied by Structures: 40%	**Occupant(s):** DND
Parking: 150	**Gross area:** 7,659.60 m^2
Access: Good	**Storey(s):** 2 plus basement
Zoning: Residential	**Construction date(s):** 1934

Surrounding Land Use: Residential, vacant and institutional

CRPI: 2465260 60 DND0 07069

Figure 48

MDN QUARTIER GÉNÉRAL DE LA MILICE
DND CANADIAN FORCES BASE


McDOUGALL
CEDAR
RAMESAY
DAULAC
ST-SULPICE
RAMESAY
DE LAVIGNE
HOLTON
CASSON
BARAT
ATWATER
SHERBROOKE O.
LINCOLN
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.48 DND - Militia Headquarters*

Location: 3530 Atwater, Montreal
Periphery

SITE

Area: 2.61 ha
Acquisition date(s): 1946
% Occupied by Structures: 10%
Parking: 108
Access: Very good
Zoning: Residential

STRUCTURE(S)

Number: 5
Use: Militia Headquarters
Occupant(s): DND
Gross area: 5,353.54 m^2
Storey(s): 3 plus basement
Construction date(s): 1874, 1948, 1951, 1957 and 1969

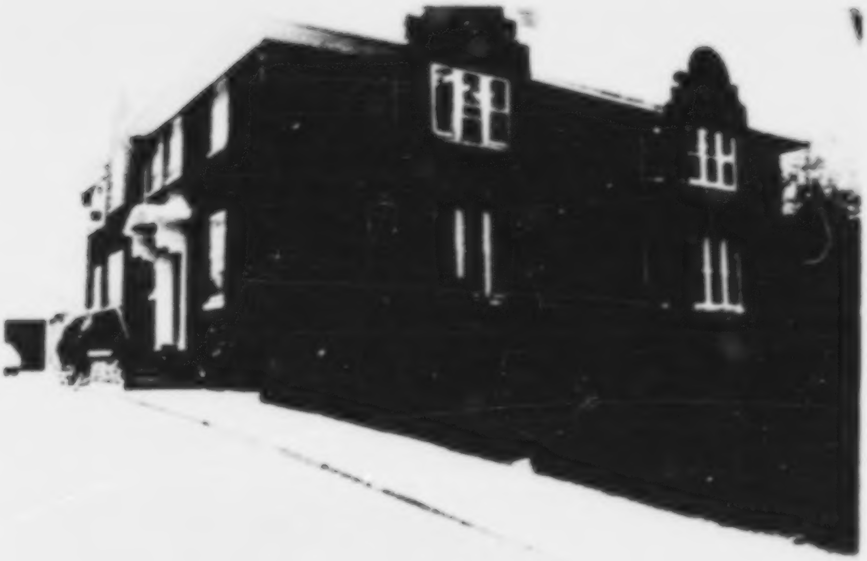
Surrounding Land Use: Residential, institutional

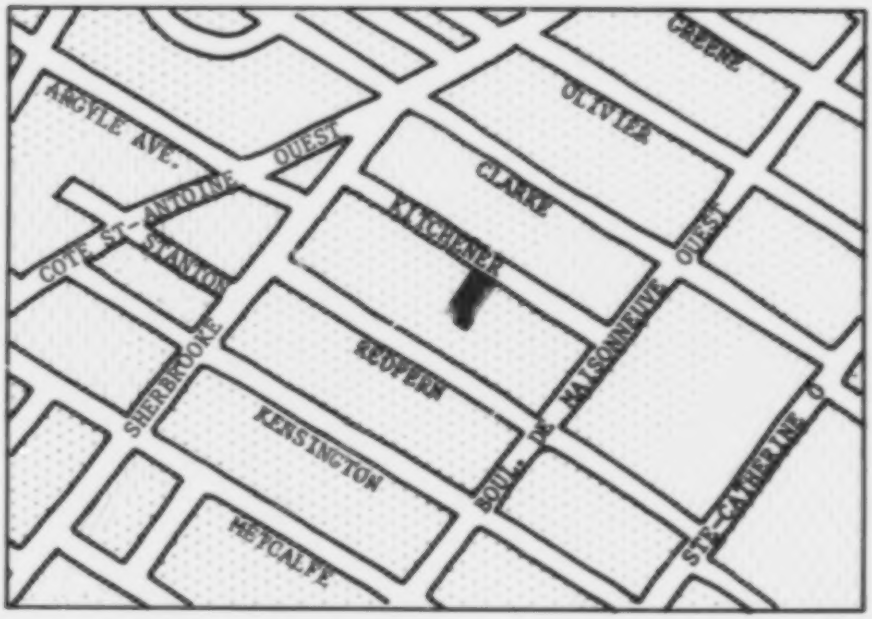
CRPI: 2465260 60 DND0 07070

NOTE: The English title on the previous page should be "Militia Headquarters".

Figure 49

MDN RÉSIDENCE
DND RESIDENCE




GREENE
OLIVIER
ARGYLE AVE.
OUEST
CLARKE
COTE ST-ANTOINE
STANTON
KITCHENER
OUEST
SHERBROOKE
REDFERN
BOUL. DE MAISONNEUVE
KENSINGTON
STE-CATHERINE O
METCALFE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FEDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RESIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▧
INSTITUTIONNEL / INSTITUTIONAL	▦	NON AMÉNAGÉ / UNDEVELOPED	▤

5.2.49 DND - Residence of the Deputy Commander of the Mobile Command

Location: 366 Kitchener Street, Westmount
Periphery

SITE	**STRUCTURE(S)**
Area: 0.04 ha	**Number:** 1
Acquisition date(s): 1952	**Use:** Residence
% Occupied by Structures: 45%	**Occupant(s):** DND
Parking: 2	**Gross area:** 299.78 m^2
Access: Very good	**Storey(s):** 2 plus basement
Zoning: Residential	**Construction date(s):** 1923

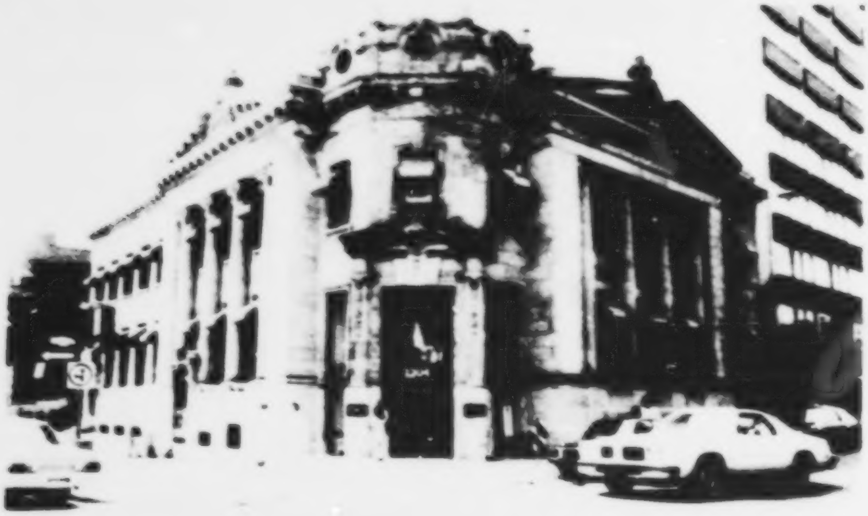
Surrounding Land Use: Residential, institutional

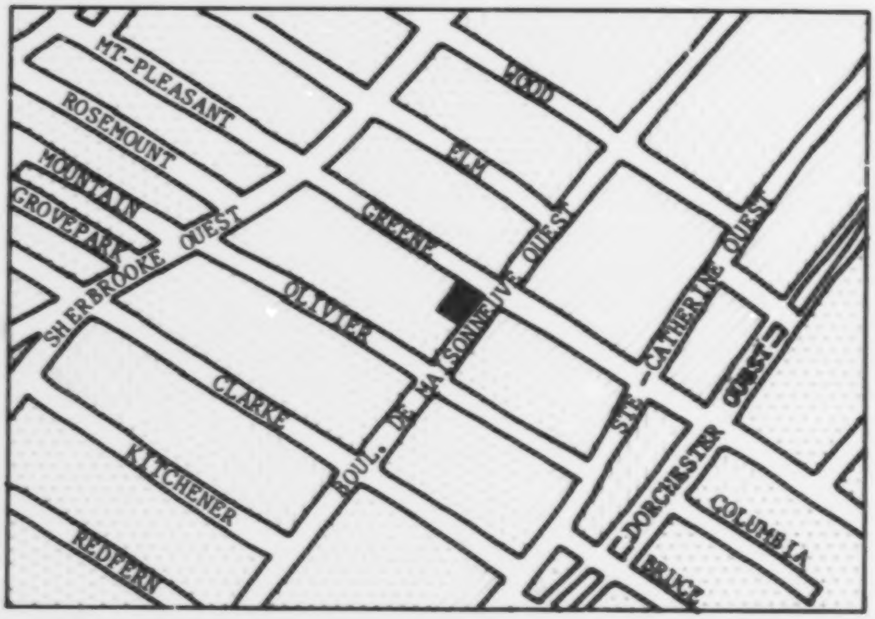
CRPI: 2465260 60 DND0 07067

This property is the official residence of the Deputy Commander of the Mobile Command. The building is a two-storey semi-detached, with nine rooms, including four bedrooms.

Figure 50

TPC ANCIENNE SUCCURSALE POSTALE "L"
PWC FORMER POSTAL STATION "L"




MT-PLEASANT
WOOD
ROSEMOUNT
ELM
MOUNTAIN
GROVEPARK
SHERBROOKE OUEST
GREENE
BOUL. DE MAISONNEUVE OUEST
STE-CATHERINE OUEST
OLIVIER
CLARKE
KITCHENER
REDFERN
DORCHESTER OUEST
COLUMBIA
BRUCE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RESIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▓

5.2.50 PWC - Former Postal Station "L"

Location: 1304 Greene Avenue, Westmount
Periphery

SITE	**STRUCTURE(S)**
Area: 0.07 ha	**Number:** 1
Acquisition date(s): 1912	**Use:** Shops
% Occupied by Structures: 95%	**Occupant(s):** Private businesses
Parking: None	**Gross area:** 1,528.10 m^2
Access: Very good	**Storey(s):** 2 plus basement
Zoning: Commercial, residential	**Construction date(s):** 1913

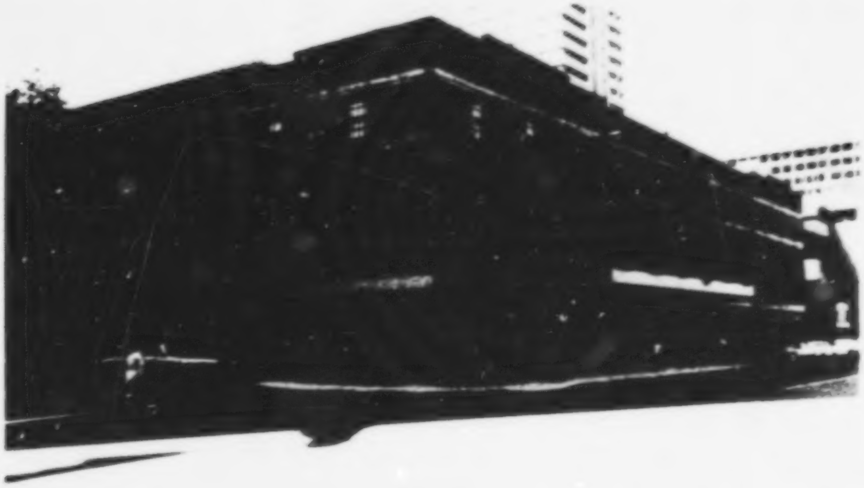
Surrounding Land Use: Commercial, residential

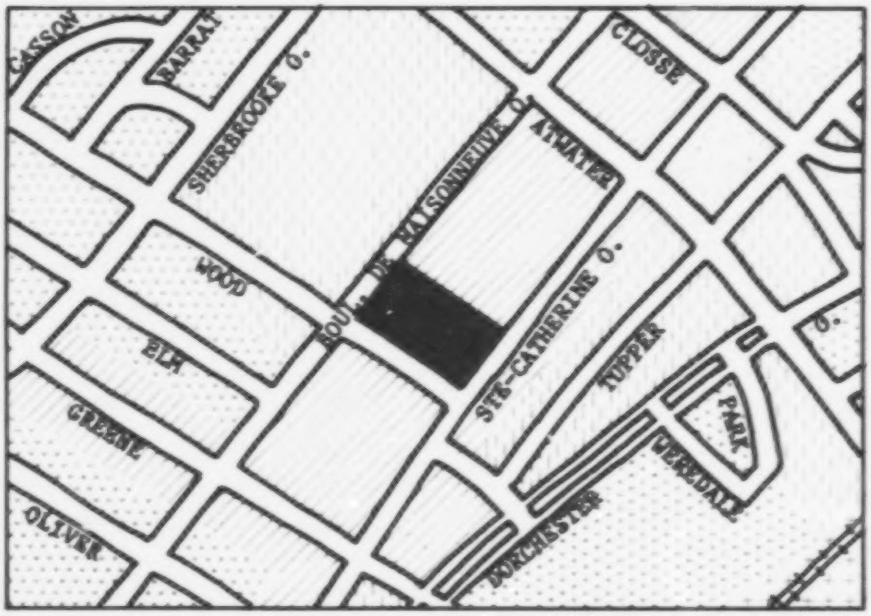
CRPI: 2465300 60 DPWO 06998

NOTE: At the moment of the publication, this property has been sold to the current tenant.

Figure 51

GRC ANCIEN QUARTIER GÉNÉRAL - DIVISION "C"
RCMP FORMER HEADQUARTERS - DIVISION "C"




CASSON
BARRAT
SHERBROOKE O.
CLOSSE
BOUL. DE MAISONNEUVE O.
ATWATER
WOOD
ELM
STE-CATHERINE O.
TUPPER
O.
GREENE
PARK
MEREDALE
OLIVER
DORCHESTER

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒☒☒☒☒
RESIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.51 PWC - Former RCMP Headquarters - Division "C"

Location: 4095 Ste-Catherine Street West, Montreal
Periphery

SITE

Area: 0.64 ha
Acquisition date(s): 1956
% Occupied by Structures: 95%
Parking: 55 (indoor)

Access: Very good
Zoning: Commercial, residential

STRUCTURE(S)

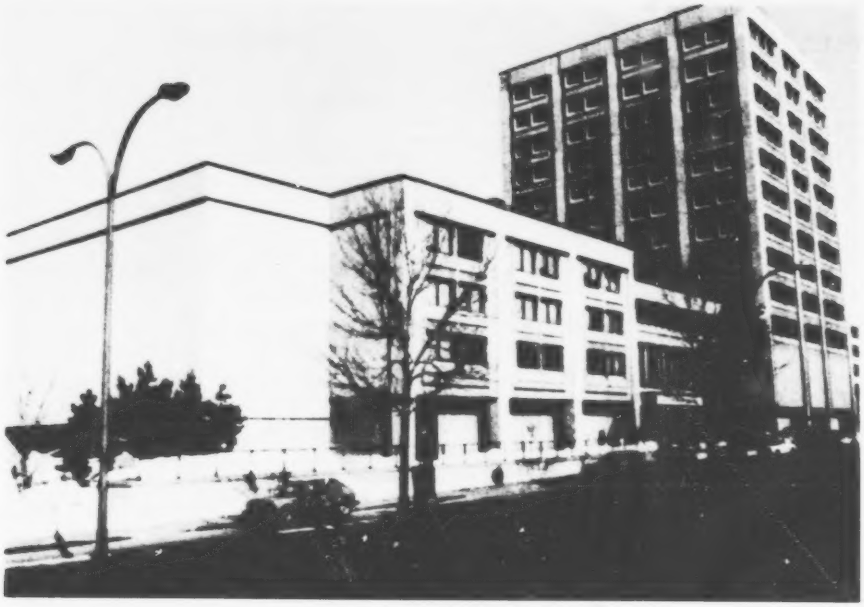
Number: 1
Use: Parking, storage
Occupant(s): RCMP
Gross area: 13,100 m^2 (approximately)
Storey(s): 3 plus basement
Construction date(s): 1919

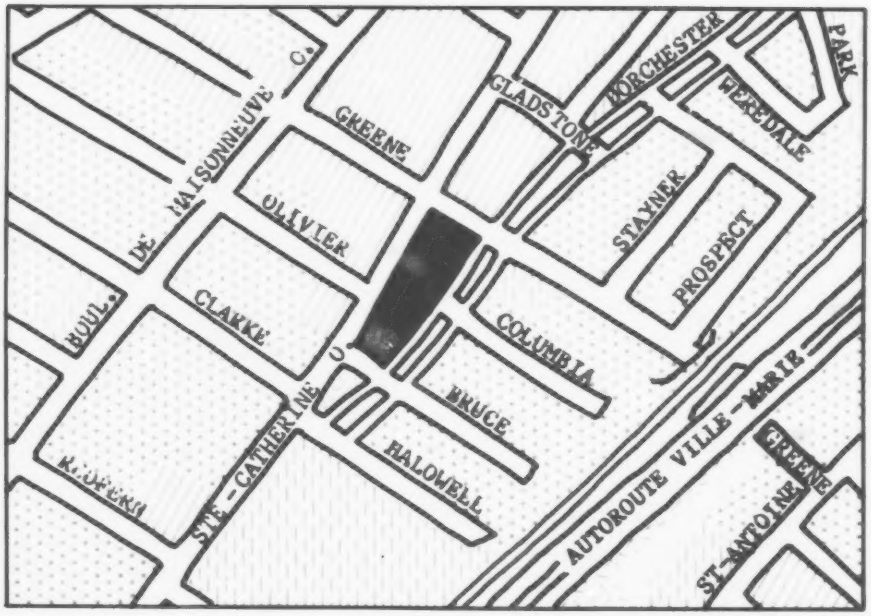
Surrounding Land Use: Commercial, institutional

CRPI: 2465300 60 RCMO 07003

Figure 52

GRC QUARTIERS GÉNÉRAUX DIVISIONNAIRES
RCMP DIVISIONAL HEADQUARTERS




BOUL. DE MAISONNEUVE O.
GREENE
GLADSTONE
DORCHESTER
PARK
WEREDALE
OLIVIER
STAYNER
PROSPECT
CLARKE
COLUMBIA
BRUCE
STE-CATHERINE O.
HALOWELL
AUTOROUTE VILLE-MARIE
GREENE
ST-ANTOINE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RESIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▤
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.52 RCMP - Divisional Headquarters

Location: 4225 Dorchester Boulevard West, Westmount
Periphery

SITE	**STRUCTURE(S)**
Area: 0.70 ha	**Number:** 1
Acquisition date(s): 1968	**Use:** Divisional headquarters
% Occupied by Structures: 74%	**Occupant(s):** RCMP
Parking: 8	**Gross area:** 30,000 m^2
Access: Very good	**Storey(s):** 12 plus 4 basements
Zoning: Commercial	**Construction date(s):** 1972

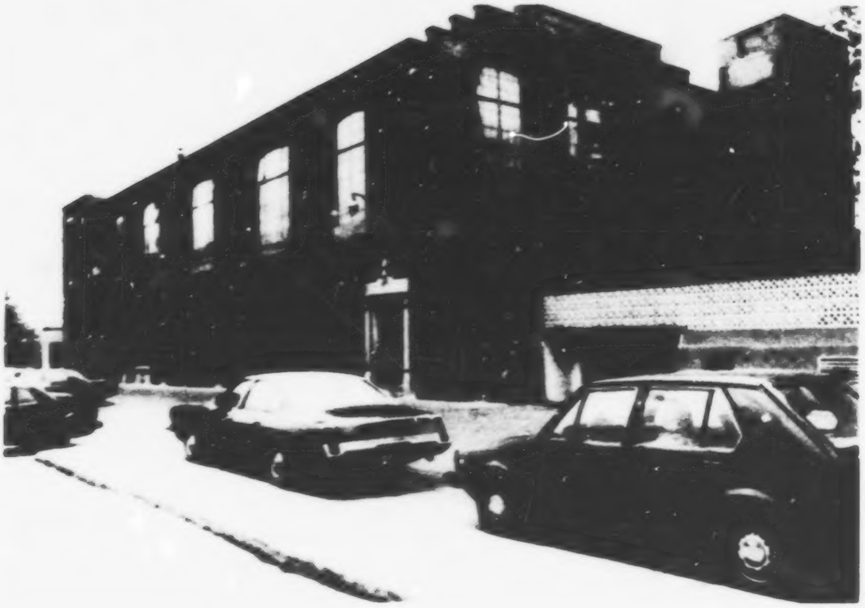
Surrounding Land Use: Commercial

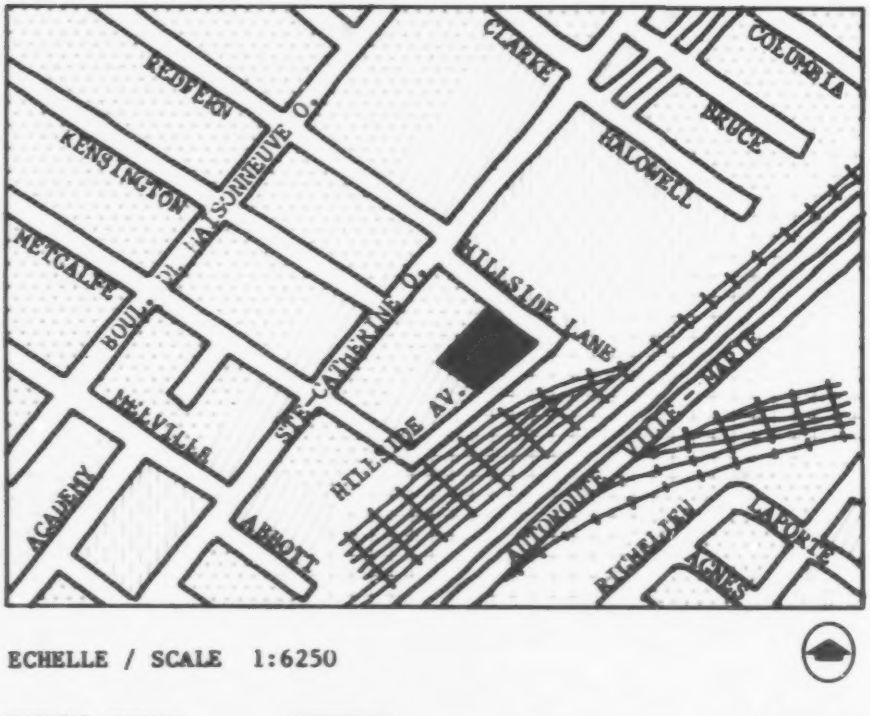
CRPI: 2465300 60 RCMO 07002

This building houses the divisional headquarters of the Royal Canadian Mounted Police (RCMP).

Figure 53

MDN MANÈGE MILITAIRE HILLSIDE
DND HILLSIDE ARMOURY




REDFERN
CLARKE
COLUMBIA
BRUCE
KENSINGTON
BOUL. DE MAISONNEUVE O.
HALOWELL
METCALFE
HILLSIDE LANE
STE-CATHERINE O.
MELVILLE
HILLSIDE AV.
AUTOROUTE VILLE - MARIE
ACADEMY
ABBOTT
RICHELIEU
LAPORTE
AGNES

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RESIDENTIEL / RESIDENTIAL	⬚	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▧
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▤

5.2.53 DND - Hillside Armoury

Location: 1 Hillside Avenue, Westmount
Periphery

SITE

Area: 0.15 ha
Acquisition date(s): 1921
% Occupied by Structures: 100%
Parking: 5 (indoor)
Access: Very good
Zoning: Commercial, residential

STRUCTURE(S)

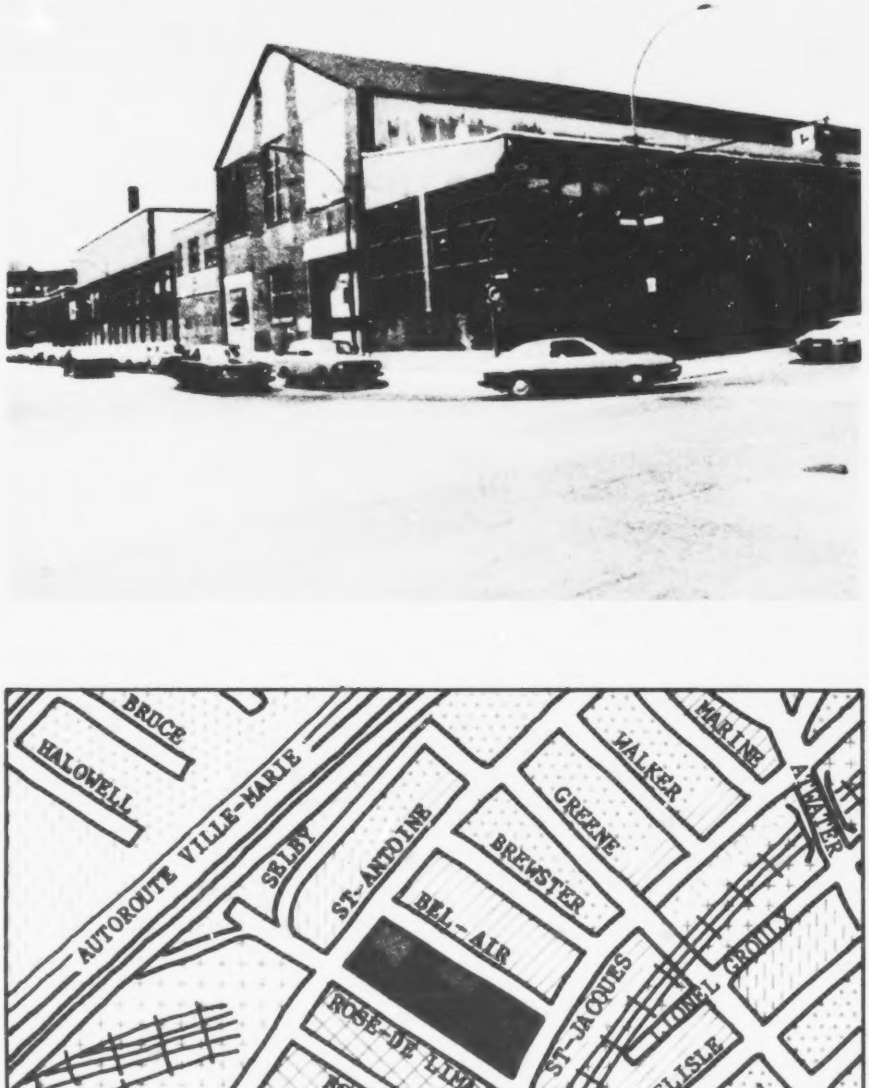
Number: 1
Use: Armoury
Occupant(s): DND
Gross area: 4,606.16 m^2
Storey(s): 4 plus mezzanines
Construction date(s): 1910

Surrounding Land Use: Residential, institutional, commercial

CRPI: 2465260 60 DND0 07064

Figure 54

TPC DÉPÔT BEL-AIR
PWC BEL-AIR STATION


BRUCE
HALOWELL
AUTOROUTE VILLE-MARIE
SELBY
ST-ANTOINE
BEL-AIR
BREWSTER
GREENE
WALKER
MARINE
ATWATER
LIONEL GROULX
ST-JACQUES
ROSE-DE-LIMA
BOURGET
IRENE
LAPORTE
RICHELIEU
AGNES
DELISLE
WORKMAN
NOTRE-DAME

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▦	NON AMÉNAGÉ / UNDEVELOPED	▒

5.2.54 PWC - Bel-Air Station

Location: 740-750 Bel-Air Street, Montreal
Periphery

SITE

Area: 1 ha
Acquisition date(s): 1949
% Occupied by Structures: 80%
Parking: 65
Access: Very good
Zoning: Industrial

STRUCTURE(S)

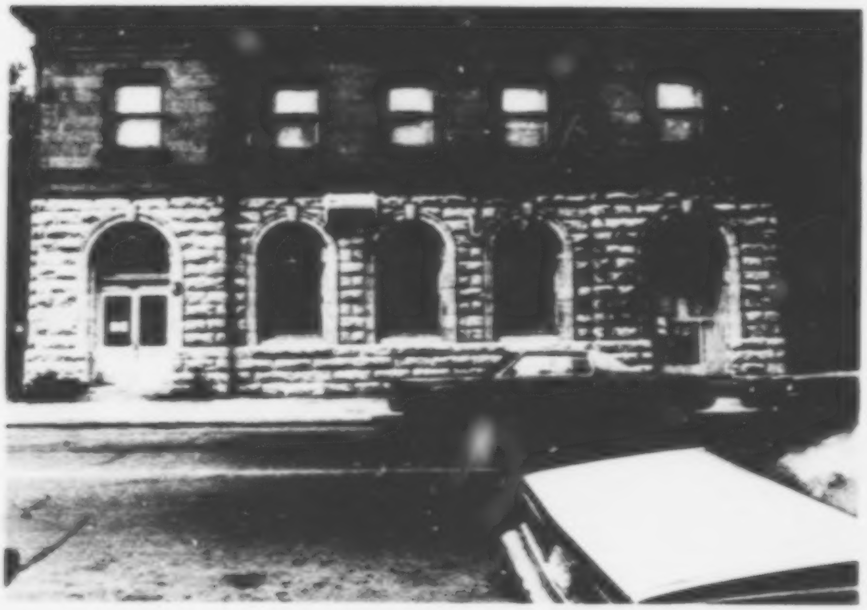
Number: 1
Use: Postal operations
Occupant(s): NRC, RCMP, PWC, EIC
Gross area: 12,990.72 m^2
Storey(s): 1 to 3 plus basement
Construction date(s): 1903 approximately

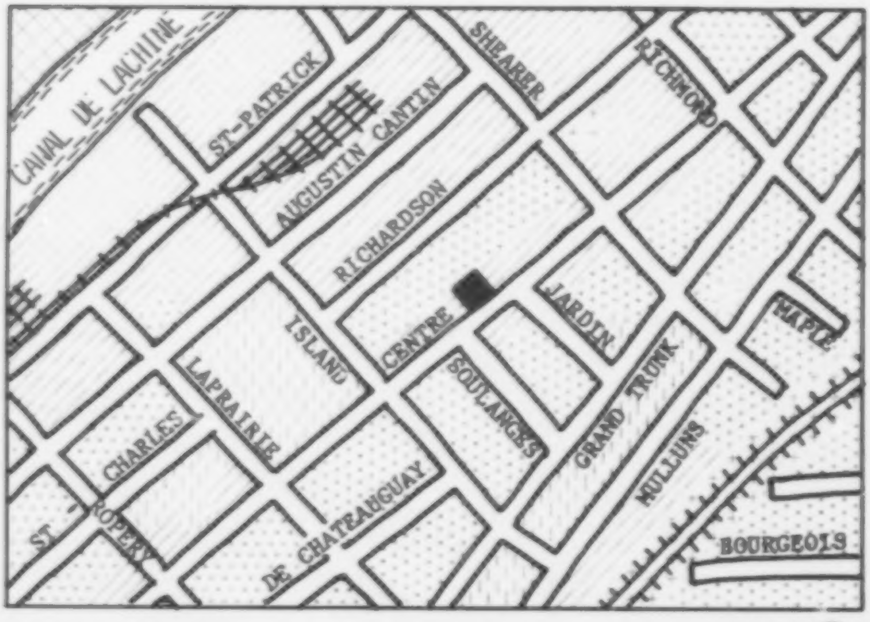
Surrounding Land Use: Industrial, commercial

CRPI: 2465260 60 DPWO 07048

Figure 55

TPC SUCCURSALE POSTALE "D"
PWC POSTAL STATION "D"




CANAL DE LACHINE
ST-PATRICK
AUGUSTIN CANTIN
SHEARER
RICHMOND
RICHARDSON
ISLAND
CENTRE
JARDIN
MAPLE
LAPRAIRIE
CHARLES
SOULANGES
GRAND TRUNK
MULLINS
ST ROPERY
DE CHATEAUGUAY
BOURGEOIS

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RESIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▩

5.2.55 PWC - Postal Station "D"

Location: 1945 Centre Street, Montreal
Periphery

SITE	**STRUCTURE(S)**
Area: 0.07 ha	**Number:** 1
Acquisition date(s): 1908	**Use:** Post Office, dwelling
% Occupied by Structures: 70%	**Occupant(s):** CPC
Parking: 4	**Gross area:** 1,098.95 m^2
Access: Good	**Storey(s):** 2 plus basement
Zoning: Commercial, residential	**Construction date(s):** 1908

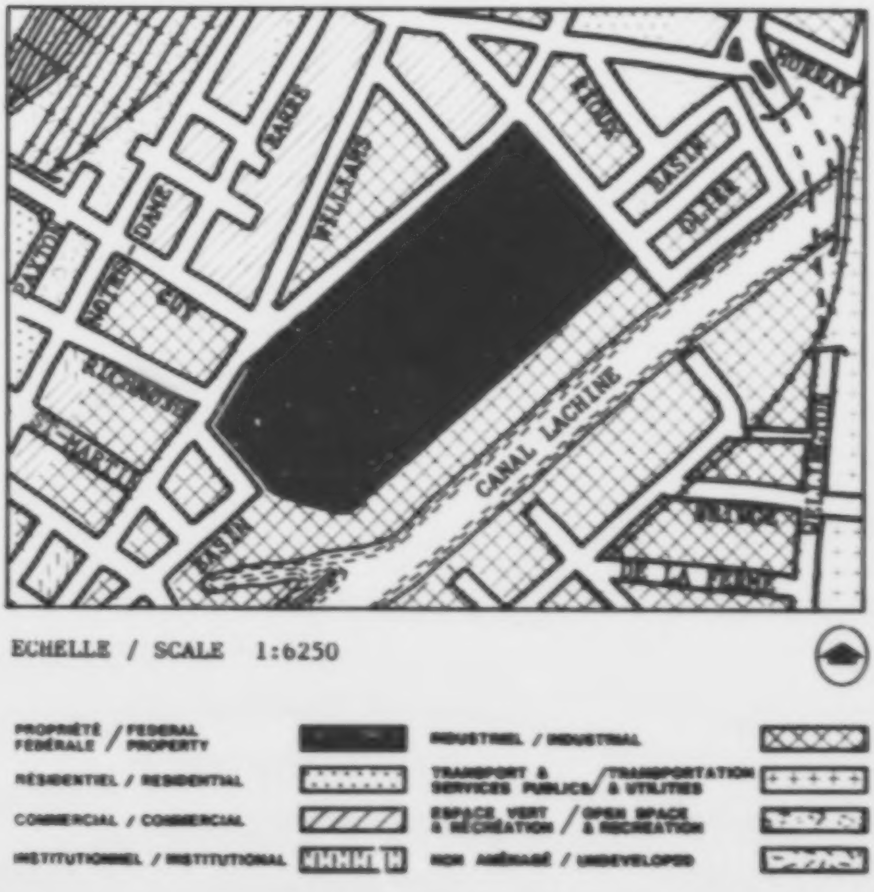
Surrounding Land Use: Commercial, residential

CRPI: 2465260 62 DPWO 07043

NOTE: At the time of publication of this report, it is understood that the property will be transferred to the Corporation d'Hébergement du Québec. This disposal will be done in 1983-84.

Figure 56

TPC GRAND ÉTABLISSEMENT POSTAL: CENTRE-VILLE
PWC MAJOR ADMINISTRATIVE POSTAL PLAN: DOWNTOWN


BARRE
WILLIAMS
NOTRE DAME
PAYTON
GUY
RICHMOND
ST-MARTIN
BASIN
CANAL LACHINE
RIOUX
BASIN
OLIER
MURRAY
DE LA FERME
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.56 PWC – Major Area Postal Plant: Downtown*

Location: 1500 Ottawa Street, Montreal
CBD

SITE

Area: 11.23 ha
Acquisition date(s): 1974
% Occupied by Structures: 50%
Parking: 435
Access: Good
Zoning: Industrial

Surrounding Land Use: Industrial

CRPI: 2465260 60 DPWO 07032

STRUCTURE(S)

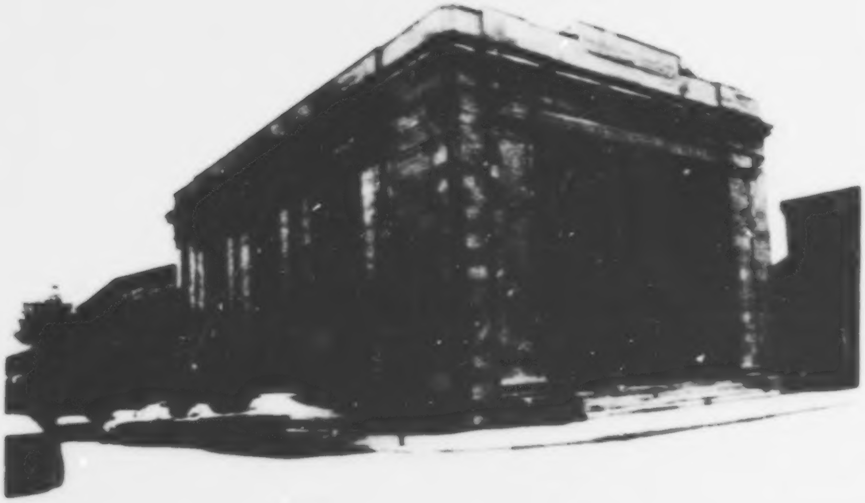
Number: 1
Use: Mail Processing
Occupant(s): CPC, PWC
Gross area: 59,338.20 m^2
Storey(s): 4 plus basement
Construction date(s): 1977-1980

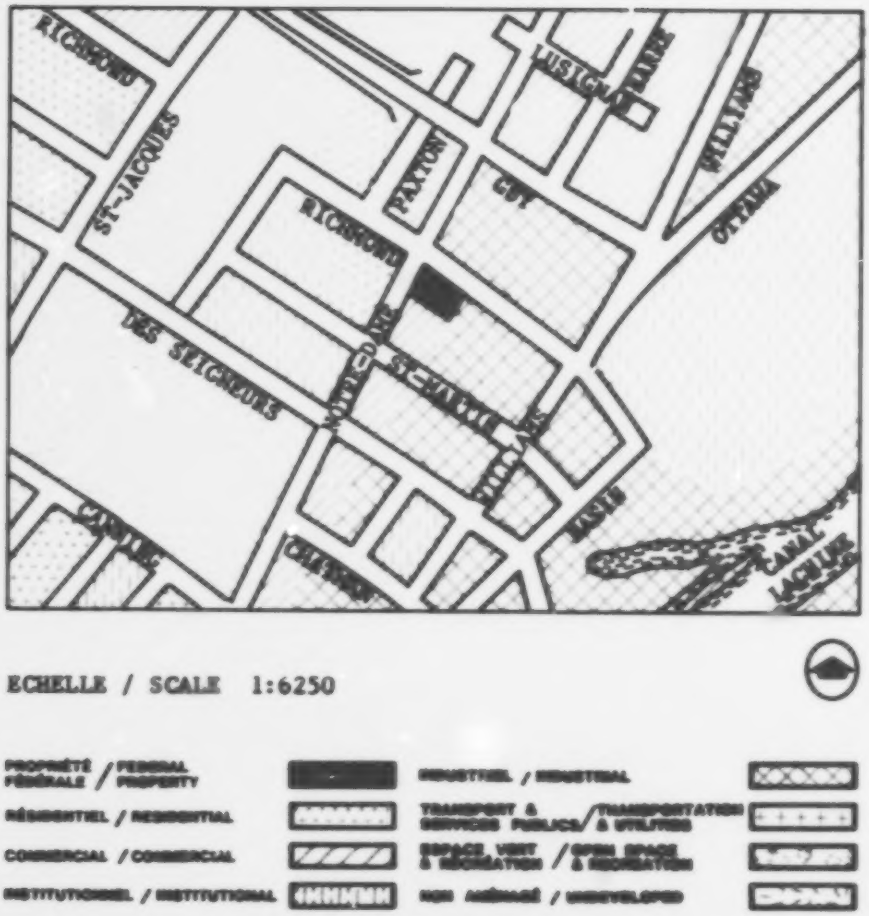
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 57

TPC ANCIENNE SUCCURSALE POSTALE "F"
PWC FORMER POSTAL STATION "F"




RICHMOND
ST-JACQUES
LUSIGNAN
BARRE
WILLIAM
PAXTON
GUY
RICHMOND
OTTAWA
DES SEIGNEURS
NOTRE-DAME
ST-MARTIN
BASIN
CANNING
CHATHAM
CANAL
LACHINE
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.57 PWC - Former Postal Station "F"

Location: 1700 Notre-Dame Street West, Montreal
Periphery

SITE

Area: 0.04 ha
Acquisition date(s): 1912
% Occupied by Structures: 95%
Parking: None
Access: Very good
Zoning: Residential, commercial

STRUCTURE(S)

Number: 1
Use: Crafts workshop
Occupant(s): N/A
Gross area: 880.72 m^2
Storey(s): 2 plus basement
Construction date(s): 1913

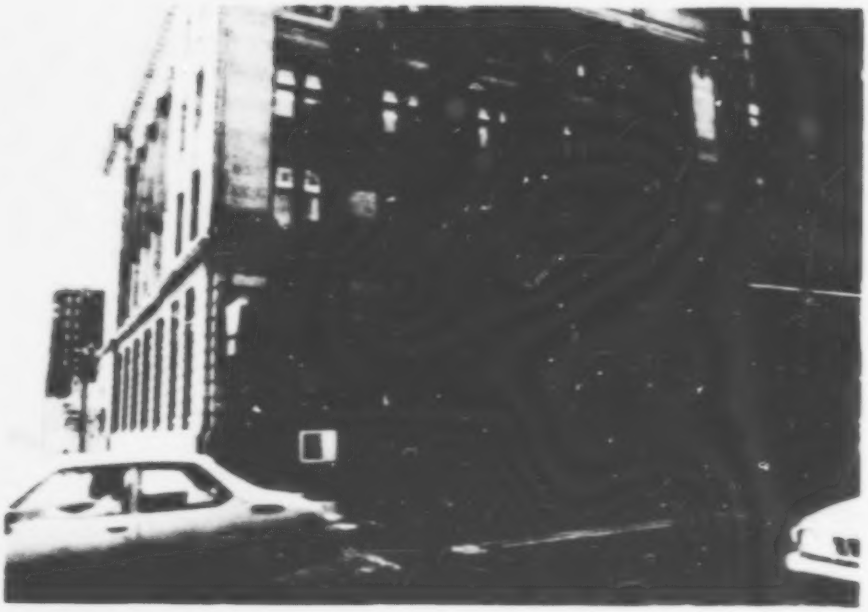
Surrounding Land Use: Industrial, commercial

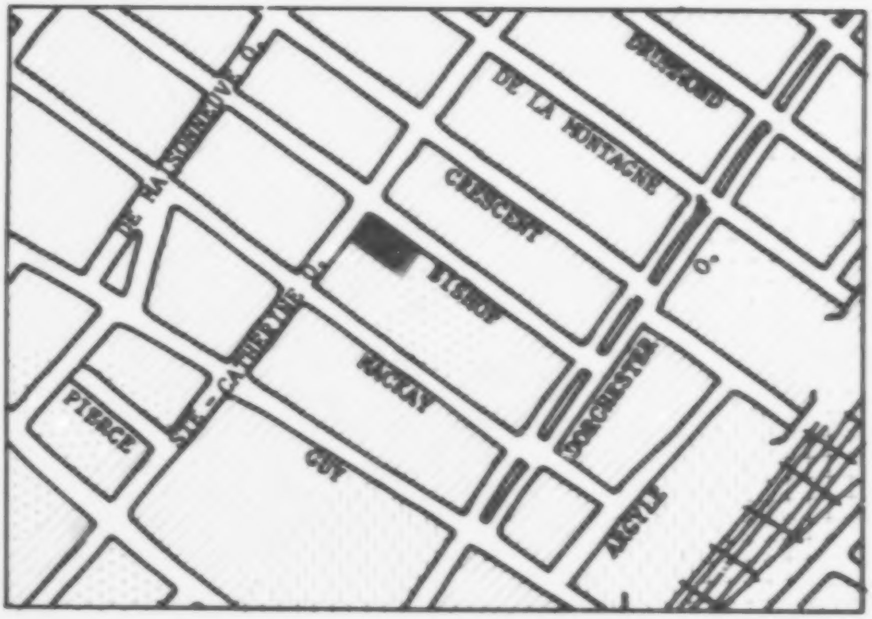
CRPI: 2465260 62 DPWO 07044

NOTE: At the time of publication of this report, the property had been transferred to the City of Montreal.

Figure 58

TPC ANCIENNE SUCCURSALE POSTALE "H"
PWC FORMER POSTAL STATION "H"




DE MAISONNEUVE O.
DRUMMOND
DE LA MONTAGNE
CRESCENT
BISHOP
MACKAY
GUY
STE-CATHERINE O.
PIERCE
DORCHESTER O.
ARGYLE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	▦	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.58 PWC - Former Postal Station "H"

Location: 1420 Ste-Catherine Street West, Montreal
CBD

SITE

Area: 0.08 ha
Acquisition date(s): 1912
% Occupied by Structures: 95%
Parking: None
Access: Very good
Zoning: Commercial, residential, industrial

STRUCTURE(S)

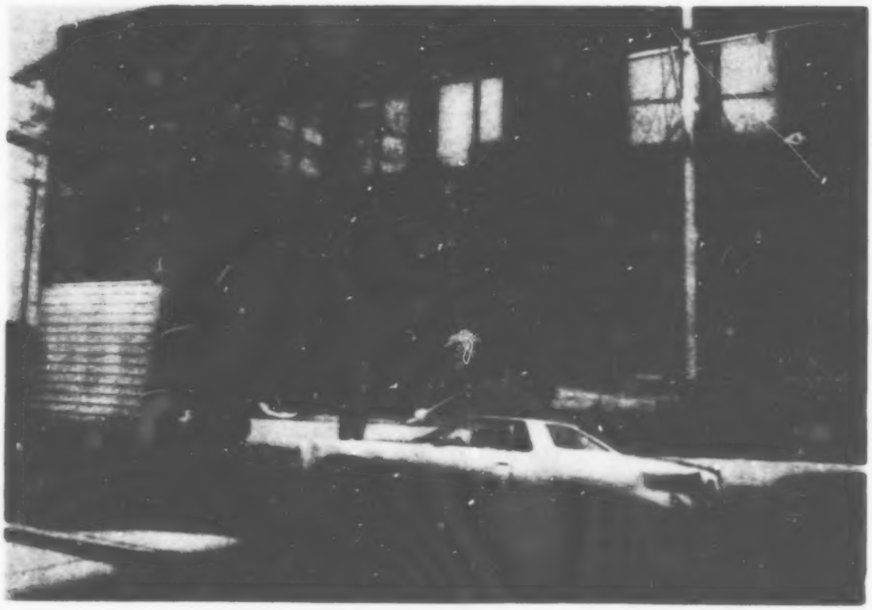
Number: 1
Use: Offices
Occupant(s): AGR, DND
Gross area: 4,016.85 m^2
Storey(s): 4 plus basement
Construction date(s): 1915

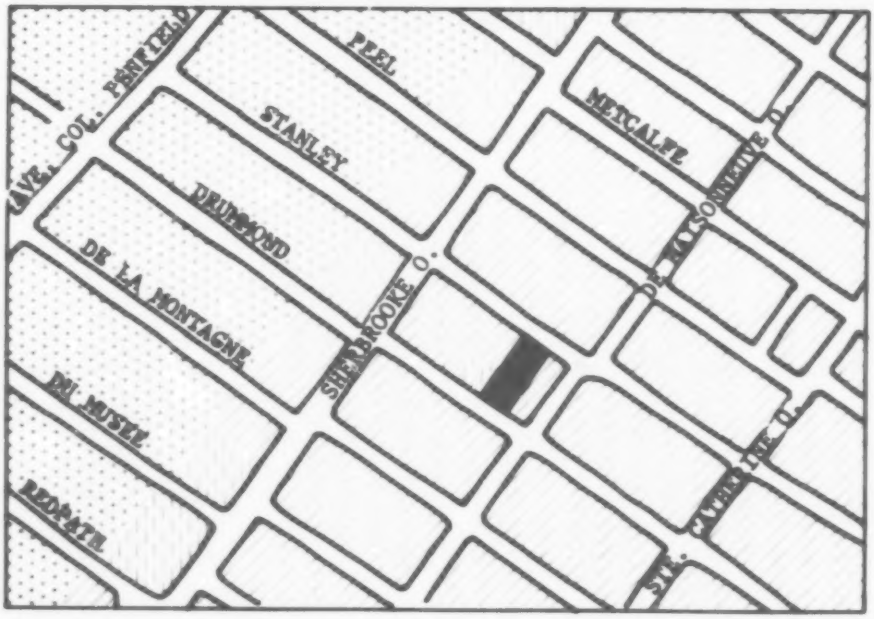
Surrounding Land Use: Commercial

CRPI: 2465260 62 DPWO 07047

Figure 59

MDN RÉSERVE NAVALE
DND NAVAL RESERVE




AVE. COL. PERFIELD
PEEL
STANLEY
DRUMMOND
DE LA MONTAGNE
DU MUSEE
REDPATH
SHERBROOKE O.
METCALFE
DE MAISONNEUVE O.
STE. CATHERINE O.

ECHELLE / SCALE 1:6250

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE	■	INDUSTRIAL / INDUSTRIEL	☒
RESIDENTIAL / RÉSIDENTIEL	░	TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS	+ + + + +
COMMERCIAL / COMMERCIAL	▨	OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION	▒
INSTITUTIONAL / INSTITUTIONNEL	▥	UNDEVELOPED / NON AMÉNAGÉ	▧

5.2.59 DND - Armoury: Naval Reserve

Location: 2055 Drummond Street, Montreal
CBD

SITE

Area: 0.16 ha
Acquisition date(s): 1943

% Occupied by Structures: 98%
Parking: None
Access: Very good

Zoning: Commercial, residential,

STRUCTURE(S)

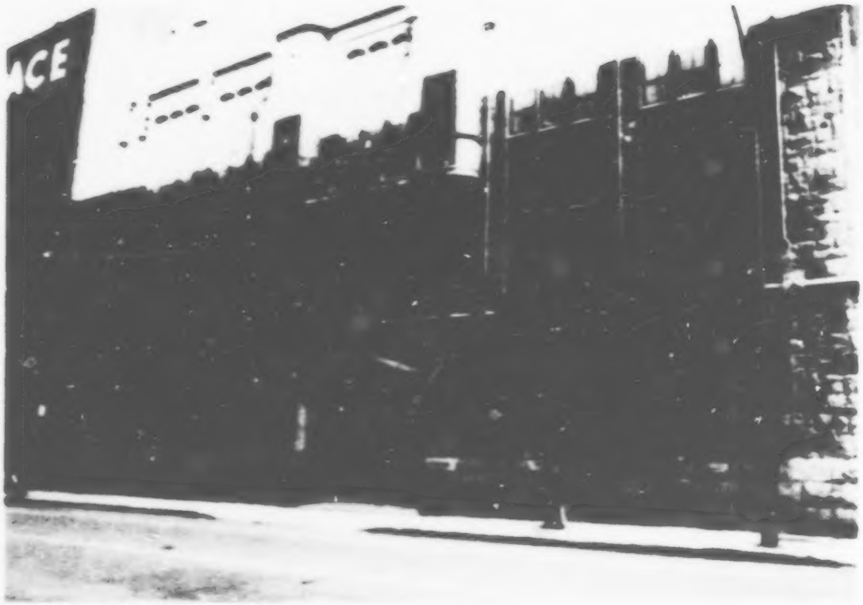
Number: 1
Use: Naval reserve - military training
Occupant(s): DND
Gross area: 5,371.94 m^2
Storey(s): 2 plus basement and several mezzanines
Construction date(s): 1914

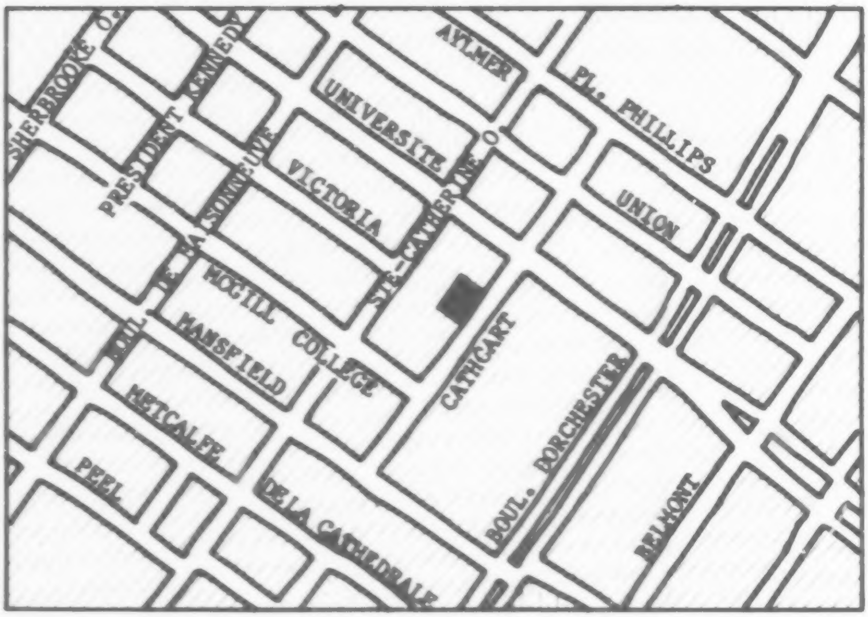
Surrounding Land Use: Commercial, institutional

CRPI: 2465260 62 DNDO 07068

Figure 60

MDN MANÈGE MILITAIRE
DND ARMOURY




SHERBROOKE O.
PRESIDENT KENNEDY
AYLMER
PL. PHILLIPS
UNIVERSITE
BOUL. DE MAISONNEUVE
VICTORIA
STE-CATHERINE O.
UNION
MCGILL COLLEGE
MANSFIELD
CATHCART
BOUL. DORCHESTER
METCALFE
PEEL
DE LA CATHEDRALE
BELMONT

ECHELLE/SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	⊠
RESIDENTIEL / RESIDENTIAL	⁙	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	HHHHHH	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.60 DND - Cathcart Armoury

Location: 691 Cathcart Street, Montreal
CBD

SITE

Area: 0.06 ha
Acquisition date(s): 1932
% Occupied by Structures: 100%
Parking: None
Access: Good
Zoning: Not zoned

STRUCTURE(S)

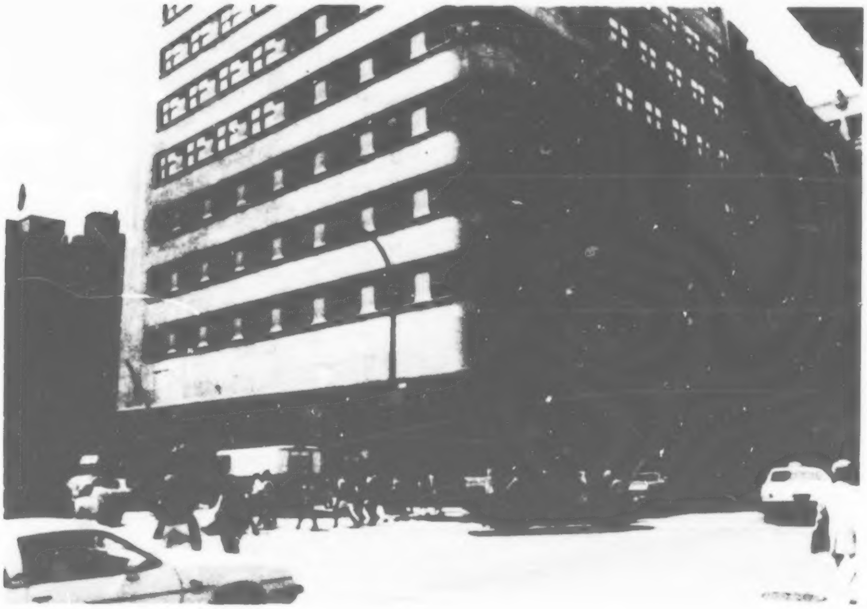
Number: 1
Use: Armoury
Occupant(s): DND
Gross area: 2,956.82 m^2
Storey(s): 3 plus basement
Construction date(s): 1932

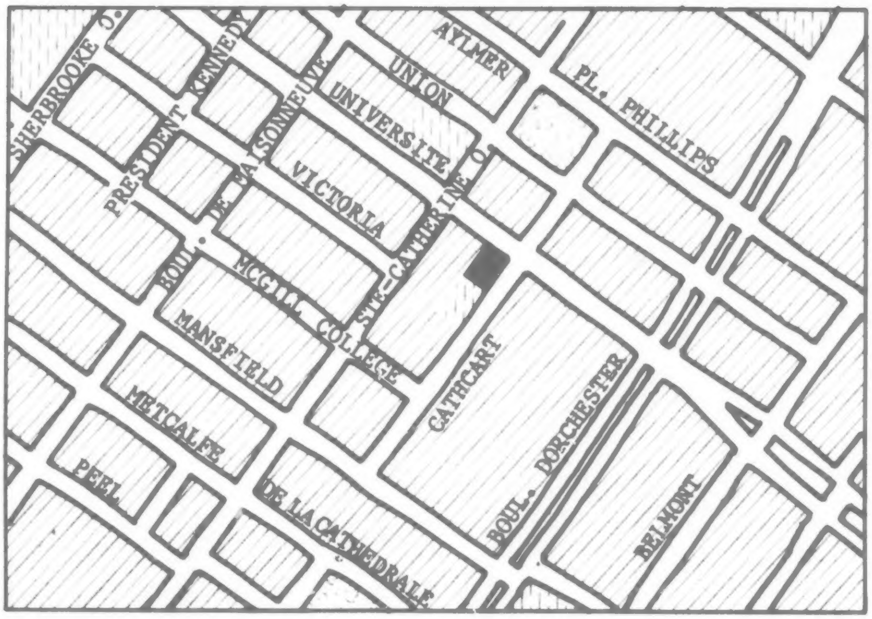
Surrounding Land Use: Commercial

CRPI: 2465260 62 DNDO 07089

Figure 61

TPC SUCCURSALE POSTALE "B"
PWC POSTAL STATION "B"




SHERBROOKE O.
PRESIDENT KENNEDY
BOUL. DE MAISONNEUVE
UNIVERSITE
UNION
AYLMER
PL. PHILLIPS
VICTORIA
STE-CATHERINE O.
MCGILL COLLEGE
MANSFIELD
METCALFE
PEEL
DE LA CATHEDRALE
CATHCART
BOUL. DORCHESTER
BELMONT

ECHELLE/SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▤

5.2.61 PWC - Postal Station "B"

Location: 685 Cathcart Street, Montreal
CBD

SITE

Area: 0.07 ha
Acquisition date(s): 1947
% Occupied by Structures: 95%

Parking: None
Access: Good
Zoning: Not zoned

Surrounding Land Use: Commercial

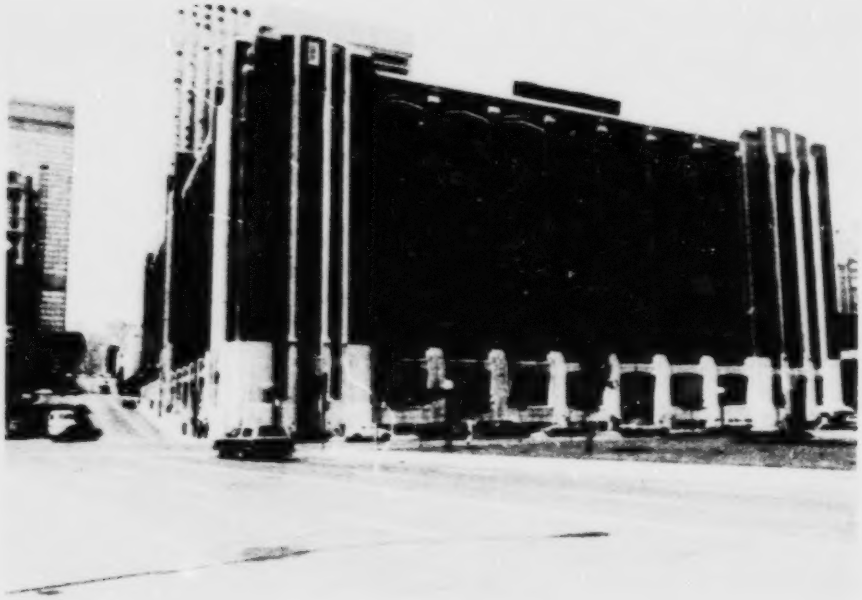
CRPI: 2465260 62 DPWO 07091

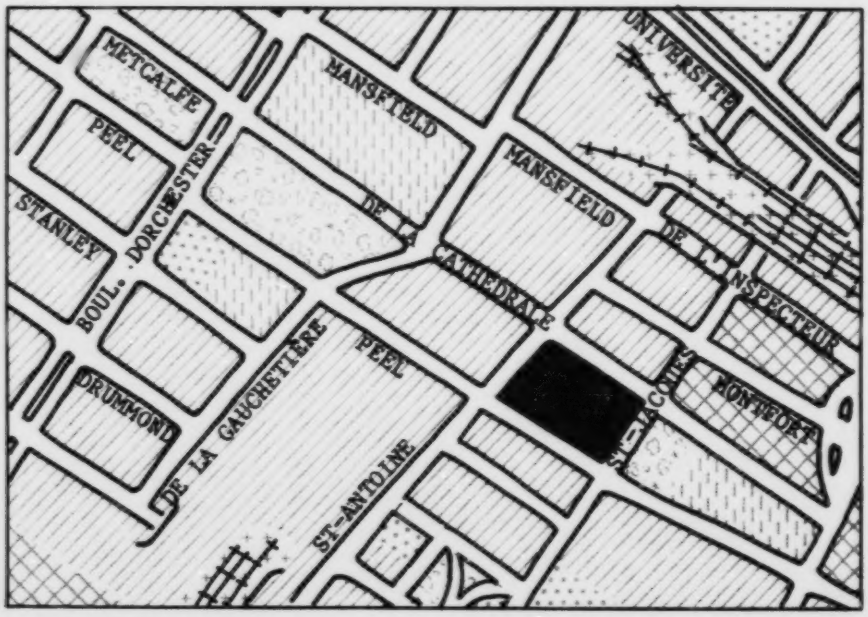
STRUCTURE(S)

Number: 1
Use: Offices
Occupant(s): SS, DVA, CPC, PWC, PSC, DREE, AGR, DOE, TC and DND
Gross area: 9,874.11 m^2
Storey(s): 10 plus basement
Construction date(s): 1951

Figure 62

TPC TERMINUS POSTAL PEEL
PWC PEEL POSTAL TERMINAL




METCALFE
PEEL
STANLEY
BOUL. DORCHESTER
MANSFIELD
MANSFIELD
DE LA CATHEDRALE
UNIVERSITE
DE L'INSPECTEUR
MONTFORT
ST-JACQUES
PEEL
DRUMMOND
DE LA GAUCHETIERE
ST-ANTOINE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RESIDENTIEL / RESIDENTIAL	⁘	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	⁘
INSTITUTIONNEL / INSTITUTIONAL	HHHHHH	NON AMÉNAGÉ / UNDEVELOPED	▨

5.2.62 PWC - Peel Postal Terminal

Location: 715 Peel Street, Montreal
CBD

SITE

Area: 0.83 ha
Acquisition date(s): 1914, 1930, 1948, 1949
% Occupied by Structures: 100%
Parking: 31 (indoor)
Access: Very good

Zoning: Residential, commercial

STRUCTURE(S)

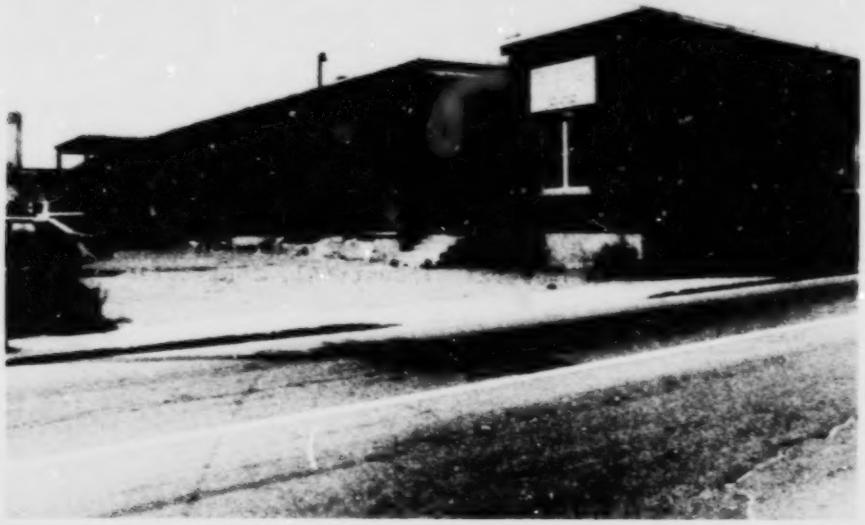
Number: 1
Use: Office, postal operations and storage
Occupant(s): CPC, PWC, SC
Gross area: 62,215.96 m^2
Storey(s): 5 plus 2 garages plus basement
Construction date(s): 1937, 1950

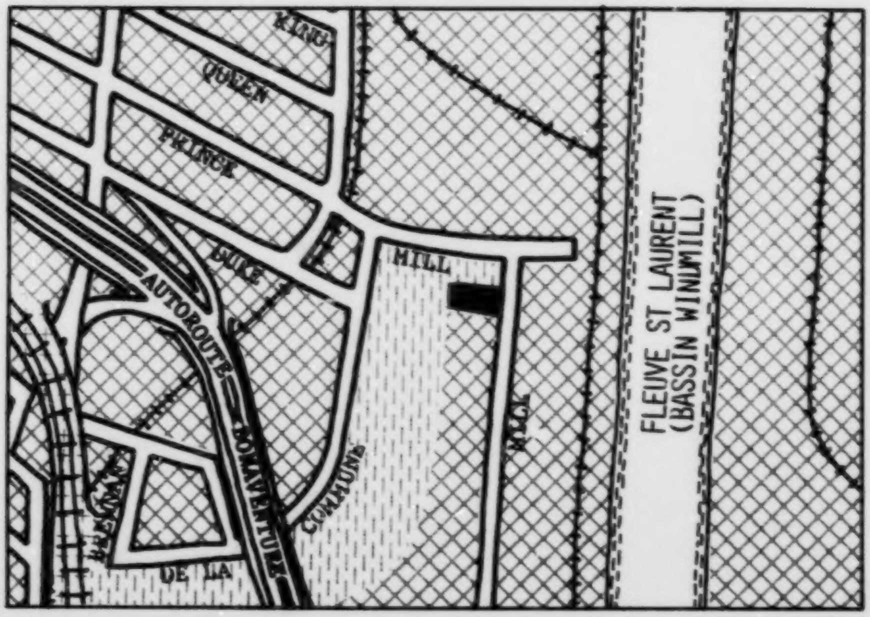
Surrounding Land Use: Commercial, industrial, institutional

CRPI: 2465260 62 DPWO 07099

Figure 63

AGR POSTE DE FUMIGATION
AGR FUMIGATION STATION




KING
QUEEN
PRINCE
DUKE
HILL
AUTOROUTE
BONAVENTURE
COMMUNE
MILL
DE LA
FLEUVE ST LAURENT
(BASSIN WINDMILL)

ECHELLE/SCALE: 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒☒☒☒
RÉSIDENTIEL / RESIDENTIAL	⋯⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.63 AGR - Fumigation Station

Location: 785 Mill Street, Montreal
Periphery

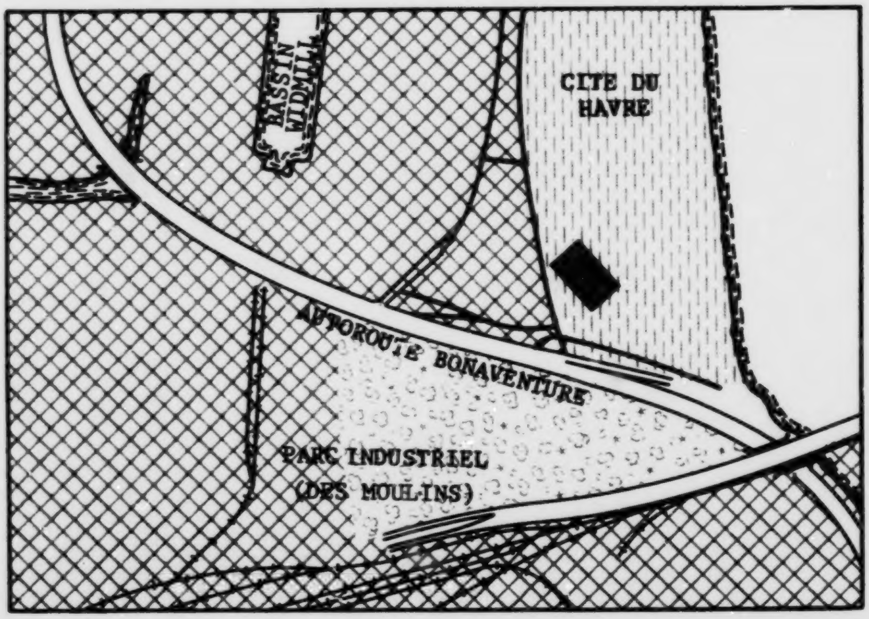
SITE	**STRUCTURE(S)**
Area: 0.17 ha	**Number:** 1
Acquisition date(s): 1958, 1959	**Use:** Fumigation of plant products
% Occupied by Structures: 60%	**Occupant(s):** AGR
Parking: 10	**Gross area:** 650.32 m^2
Access: Good	**Storey(s):** 1
Zoning: Industrial	**Construction date(s):** 1926

Surrounding Land Use: Industrial, port

CRPI: 2465260 62 AGRO 07034

Figure 64

R-C CENTRE INTERNATIONAL DE RADIODIFFUSION
CBC INTERNATIONAL BROADCASTING CENTER


BASSIN WIDMILL
CITE DU HAVRE
AUTOROUTE BONAVENTURE
PARC INDUSTRIEL (DES MOULINS)

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒☒☒☒
RÉSIDENTIEL / RESIDENTIAL	⁙⁙⁙	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	░
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▒

5.2.64 CBC - International Broadcasting Centre

Location: 2120 Pierre-Dupuy Street, Cité du Havre, Montreal Waterfront

STRUCTURE(S)

Number: 2
Use: Production of television programs
Occupant(s): CBC
Gross area: 8,175.5 m^2
Storey(s): 4
Construction date(s): 1966

Surrounding Land Use: Institutional, industrial, port

CRPI: not inventoried

NOTE: The English title on the previous page should be "International Broadcasting Centre"

Figure 65

CPN PORT DE MONTREAL (Voir carte des propriétés)
NHB PORT DE MONTREAL (See Property Map)

5.2.65 NHB - Port of Montreal

Location: North and south shores of the St. Lawrence River, from Montreal to Sorel
Waterfront

SITE

Area: 1,425 ha
Acquisition date(s): 1820 to present
% Occupied by Structures: 4%
Parking: Adequate - nonpublic
Access: Very good
Zoning: Industrial

STRUCTURE(S)

Number: 125
Use: Administration, storage, handling and maintenance
Occupant(s): NHB
Gross area: 581,143.82 m^2
Storey(s): 1 to 4
Construction date(s): 1900 (approx.) to present

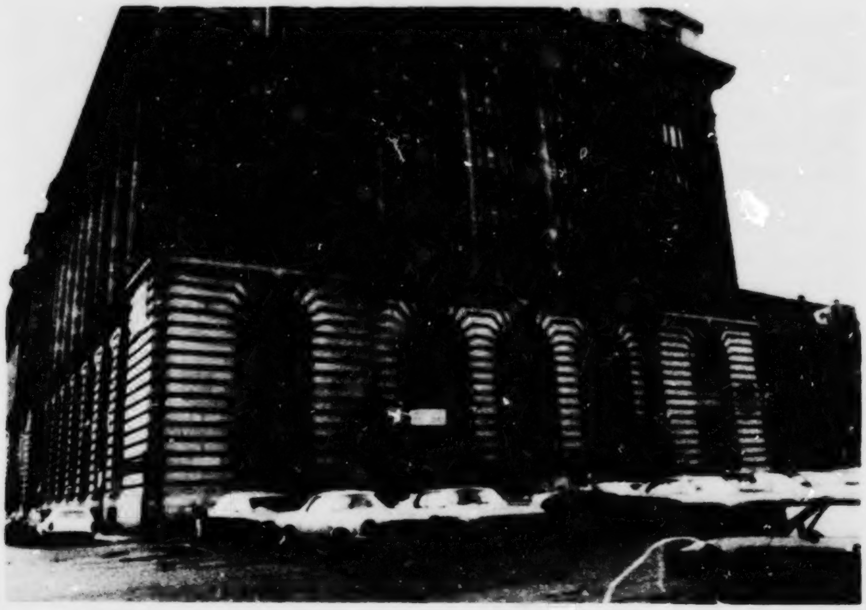
Surrounding Land Use: Industrial, residential, commercial

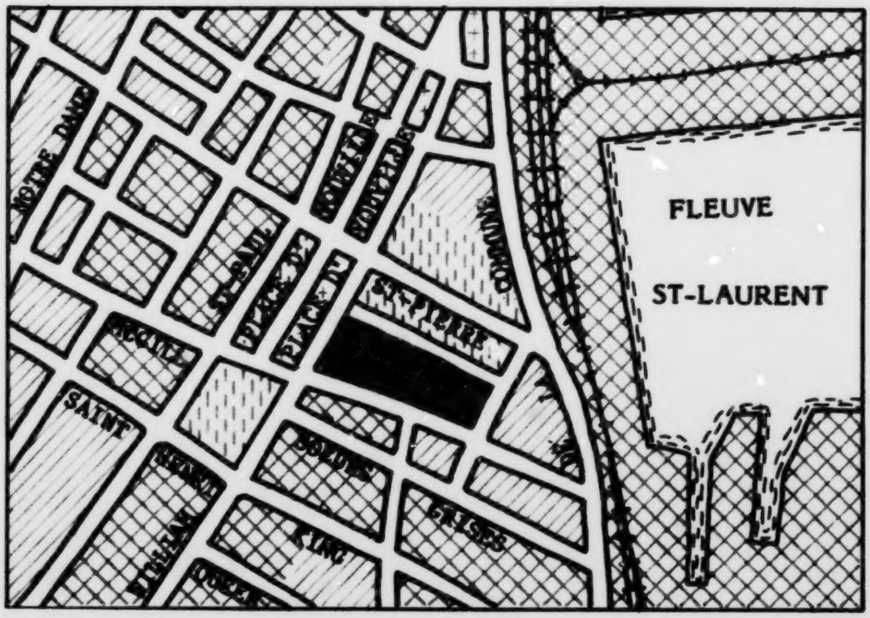
CRPI:	**District**
2449180 06 NHBO 06525	Berthier-Maskinongé
2449200 06 NHBO 06528	Berthier-Maskinongé
2449140 06 NHBO 06531	Berthier-Maskinongé
2449120 06 NHBO 06533	Berthier-Maskinongé
2450600 54 NHBO 06581	Richelieu
2456750 74 NHBO 06723	Verchères
2457320 74 NHBO 06768	Verchères
2457520 74 NHBO 06778	Verchères
2457780 74 NHBO 06803	Verchères
2457780 74 NHBO 06804	Verchères
2462200 71 NHBO 06844	Terrebonne
2462110 25 NHBO 06860	Joliette
2465260 20 NHBO 07228	Gamelin
2465260 23 NHBO 07216	Hochelaga-Maisonneuve
2465260 23 NHBO 07219	Hochelaga-Maisonneuve
2465260 44 NHBO 07230	Mercier
2465260 62 NHBO 07058	St-Jacques
2465260 62 NHBO 07059	St-Jacques
2465260 62 NHBO 07060	St-Jacques
2465260 62 NHBO 07061	St-Jacques
2465260 62 NHBO 07138	St-Jacques
2465260 65 NHBO 07153	Ste-Marie
2465160 44 NHBO 07242	Mercier
2465140 44 NHBO 07248	Mercier
2465140 44 DPWO 07244	(Pointe-aux-Trembles wharf)

The Port of Montreal is undeniably one of the most important economic elements in the metropolitan region. Some 70 km long, the property extends from the area south of downtown Montreal to the upstream boundaries of the Port of Sorel, along the banks of the St. Lawrence River; it includes the whole range of port facilities.

Figure 66

TPC ÉDIFICE DES DOUANES ET ACCISES
PWC CUSTOMS AND EXCISE BUILDING




NOTRE DAME
ST-PAUL
PLACE D'YOUVILLE
ST-PIERRE
COMMUNE
FLEUVE
ST-LAURENT
SAINT
KING
QUEEN
WILLIAM

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	⋯⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	░
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.66 PWC - Customs and Excise Building

Location: 105 McGill Street and
400 Place d'Youville, Montreal
CBD

SITE

Area: 0.62 ha
Acquisition date(s): 1908

% Occupied by Structures: 95%
Parking: 9
Access:
Zoning: Commercial, residential (historical block)

STRUCTURE(S)

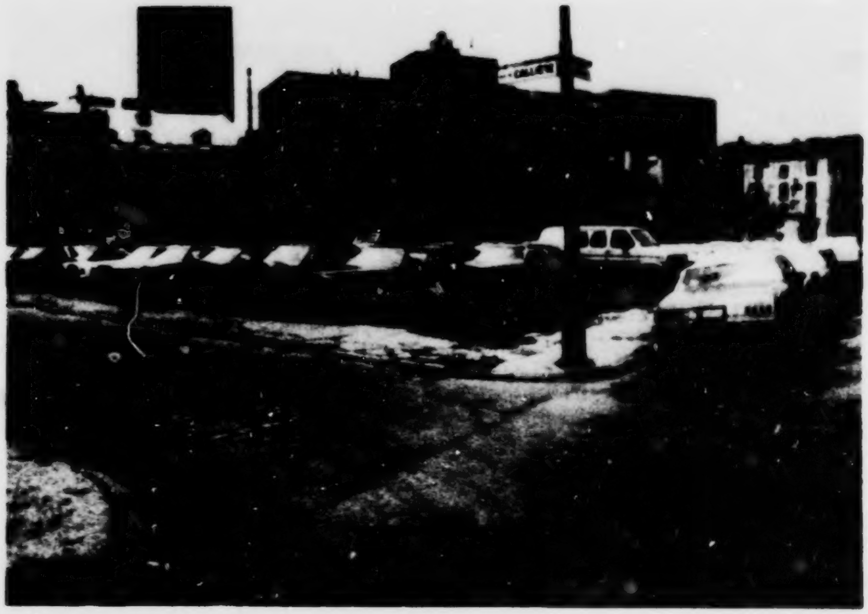
Number: 2
Use: Administration and services to public
Occupant(s): RC-CE, EIC, CPC
Gross area: 41,254.32 m²
Storey(s):
Construction date(s): 1936, 1938

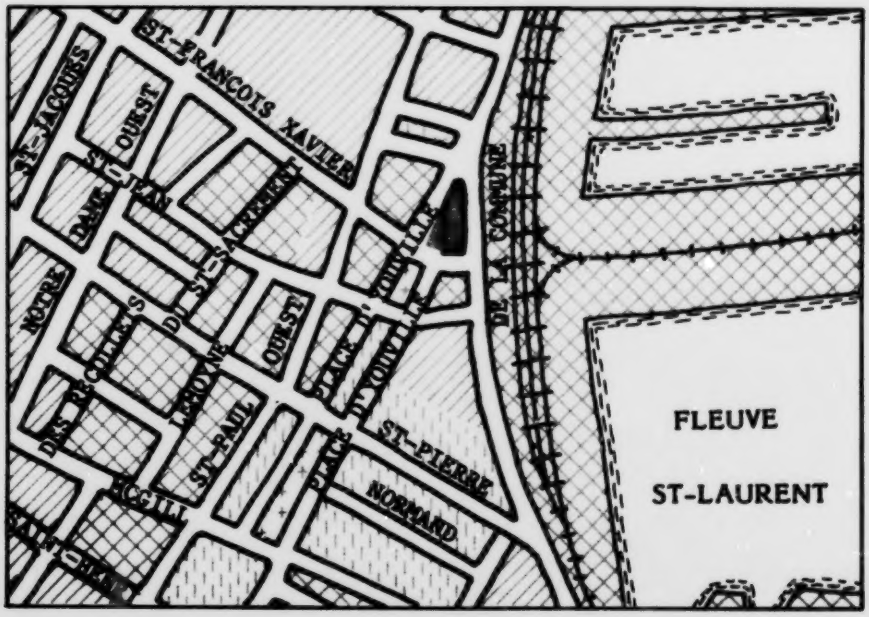
Surrounding Land Use: Industrial, institutional and commercial

CRPI: 2465260 62 DPWO 07100

Figure 67

TPC TERRAIN DE STATIONNEMENT "DE CALLIÈRE"
PWC "DE CALLIÈRE" PARKING LOT




ST-JACQUES
ST-FRANCOIS XAVIER
NOTRE DAME OUEST
ST JEAN
DU ST-SACREMENT
DES RECOLLETS
LEMOYNE
OUEST
PLACE D'YOUVILLE
ST-PAUL
PLACE D'YOUVILLE
DE LA COMMUNE
ST-PIERRE
NORMAND
MCGILL
SAINT-HELEN
FLEUVE
ST-LAURENT

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	▩
RÉSIDENTIEL / RESIDENTIAL	⁙	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▓

5.2.67 PWC - De Callière/de la Commune Parking Lot

Location: Lot formed by De Callière and De la Commune Streets and Place
d'Youville, Montreal
CBD (historical district)

SITE

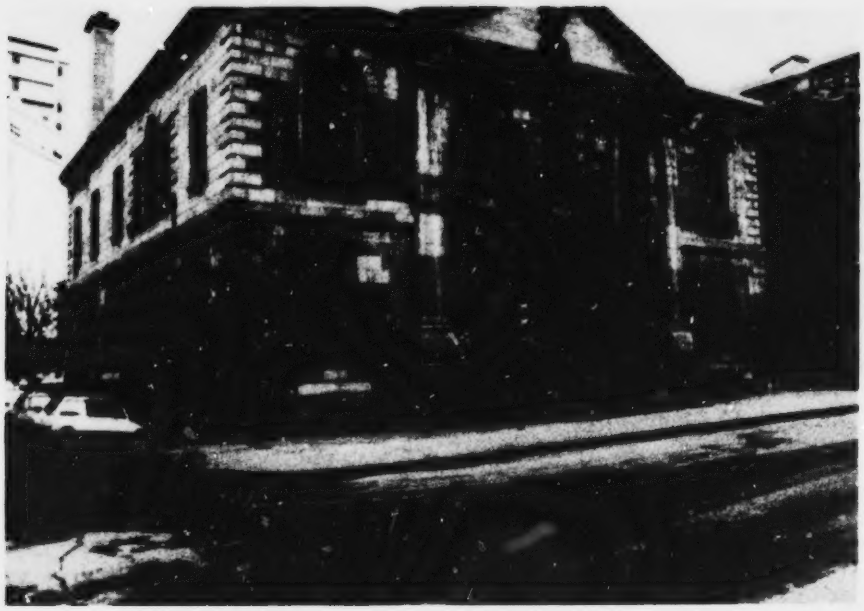
Area: 0.12 ha
Acquisition date(s): 1870
% Occupied by Structures: N/A
Parking: 43
Access: Very good
Zoning: Commercial, residential
(historical block)

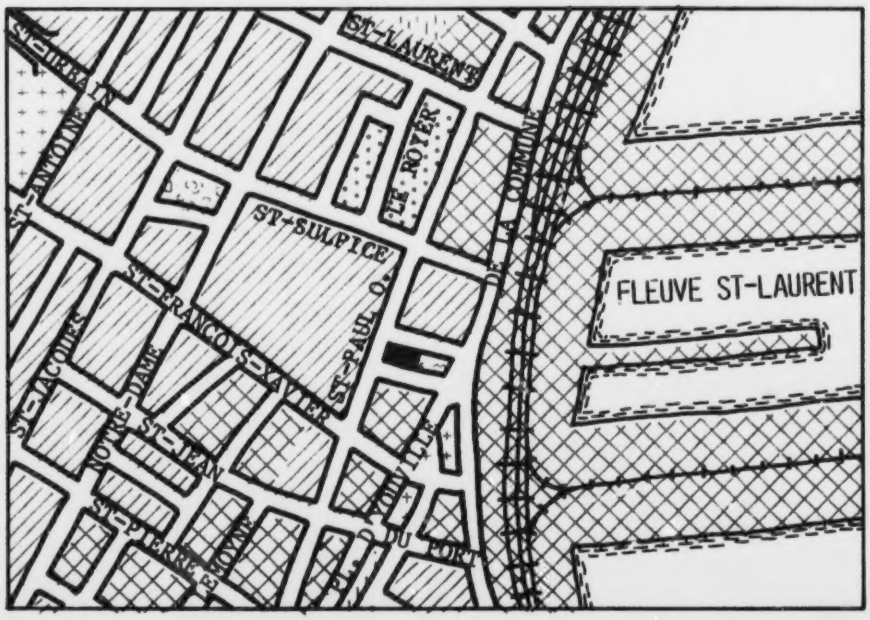
Surrounding Land Use: Industrial, commercial

CRPI: 2465260 62 DPWO 07110

Figure 68

TPC ÉDIFICE FÉDÉRAL: AGRICULTURE
PWC FEDERAL BUILDING: AGRICULTURE




ST-URBAIN
ST-ANTOINE
ST-LAURENT
LE ROYER
DE LA COMMUNE
ST-SULPICE
FLEUVE ST-LAURENT
ST-FRANCOIS-XAVIER
ST-PAUL O.
ST-JACQUES
NOTRE-DAME
ST-JEAN
ST-PIERRE
LEMOYNE
D'YOUVILLE
DU PORT

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	⁚⁚⁚⁚⁚	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.68 PWC - Federal Building: Agriculture

Location: 150 St-Paul Street West, Montreal
CBD

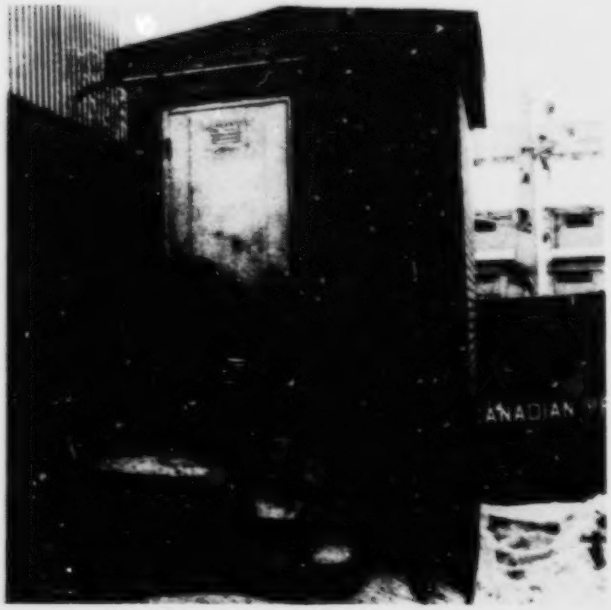
SITE	STRUCTURE(S)
Area: 0.04 ha	**Number:** 1
Acquisition date(s): 1776	**Use:** Offices, laboratories and storage
% Occupied by Structures: 100%	**Occupant(s):** AGR
Parking: None	**Gross area:** 1,592.82 m^2
Access: Good	**Storey(s):** 2 plus basement
Zoning: Commercial, residential (historical block)	**Construction date(s):** 1800

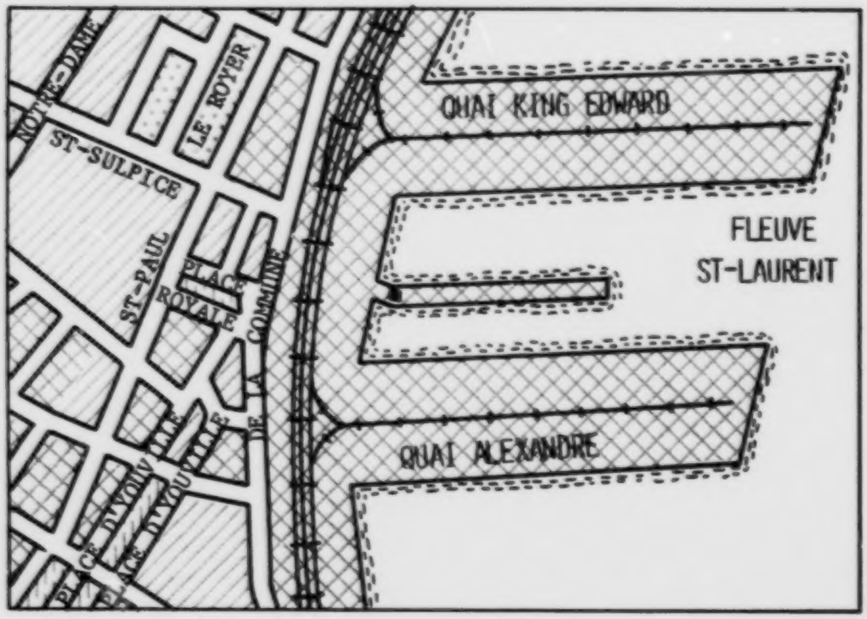
Surrounding Land Use: Industrial, commercial

CRPI: 2465260 62 DPWO 07096

Figure 69

MPO STATION DES MARÉES ET NIVEAUX DE L'EAU
DFO TIDES AND WATER LEVEL STATION




NOTRE-DAME
LE ROYER
ST-SULPICE
ST-PAUL
PLACE ROYALE
DE LA COMMUNE
D'YOUVILLE
D'YOUVILLE
PLACE
PLACE
QUAI KING EDWARD
QUAI ALEXANDRE
FLEUVE
ST-LAURENT

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.69 DFO - Tides and Water Level Station, Pier No. 1

Location: Port of Montreal, Pier No. 1, Montreal
Waterfront

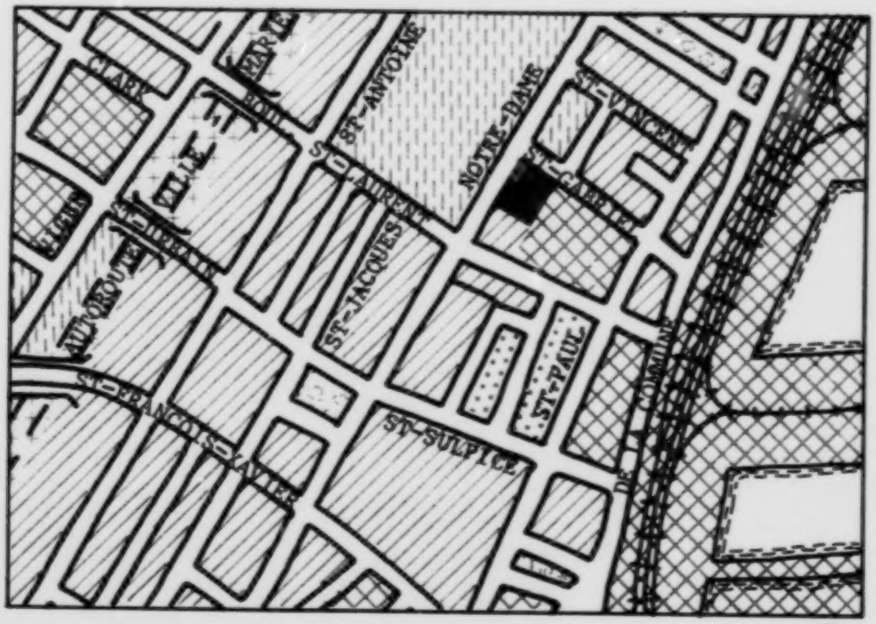
SITE	STRUCTURE(S)
Area: 3.34 m^2	**Number:** 1
Acquisition date(s): 1969	**Use:** Recording of water levels
% Occupied by Structures: 100%	**Occupant(s):** DOE
Parking: N/A	**Gross area:** 3.34 m^2
Access: Good	**Storey(s):** N/A
Zoning: Industrial	**Construction date(s):** 1969

Surrounding Land Use: Port

CRPI: Not inventoried

This property is located in the Port of Montreal, between the King Edward and Alexandra piers, below Place Royale in Old Montreal.

TPC ÉDIFICE CHARPENTIER
PWC CHARPENTIER BUILDING


CLARK
BOUL
MARIE
ST-ANTOINE
NOTRE-DAME
ST-VINCENT
ST-GABRIEL
ST-LAURENT
VILLE
ST-URBAIN
AUTOROUTE
ST-JACQUES
ST-PAUL
DE LA COMMUNE
ST-SULPICE
ST-FRANCOIS-XAVIER

ECHELLE/SCALE: 1:6250

PROPRIÉTÉ FEDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⁘	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	⁂
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.70 PWC - Charpentier Building

Location: 10 Notre-Dame Street East, Montreal
CBD

SITE

Area: 0.04 ha
Acquisition date(s): 1949
% Occupied by Structures: 100%
Parking: None
Access: Very good
Zoning: Commercial, residential (historical block)

STRUCTURE(S)

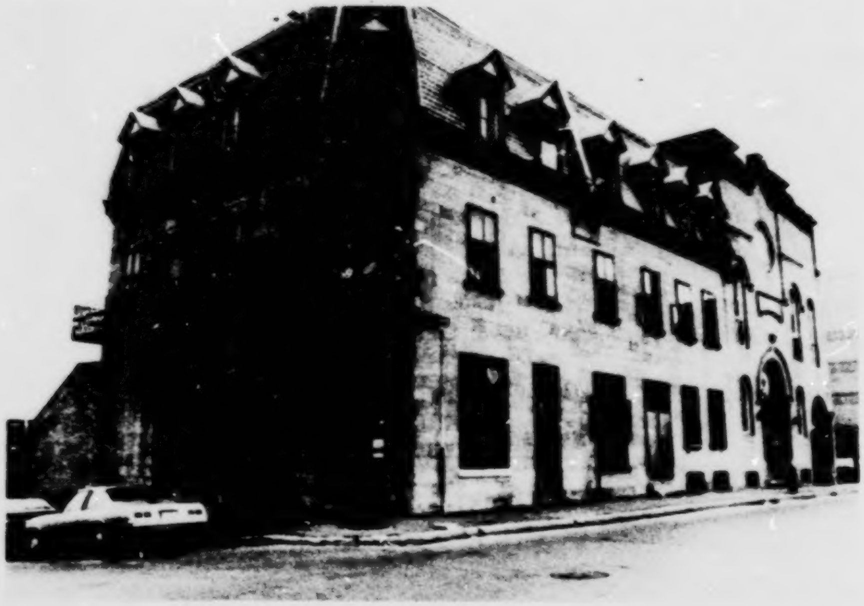
Number: 1
Use: Offices
Occupant(s): CCA, DFO
Gross area: 3,426.26 m^2
Storey(s): 7 plus basement
Construction date(s): 1947

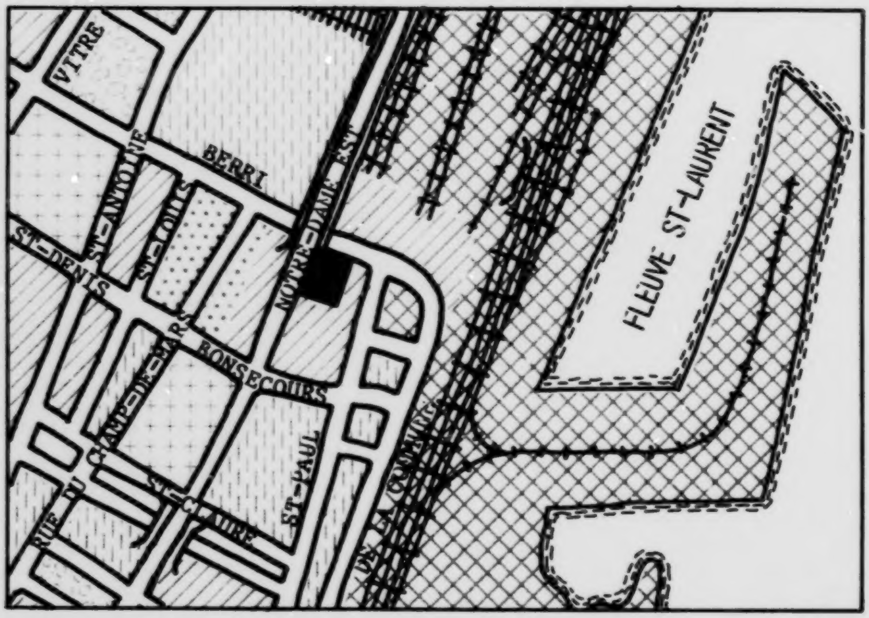
Surrounding Land Use: Commercial, industrial

CRPI: 2465260 62 DPWO 07102

Figure 71

AIN MAISON G-E CARTIER
INA G-E CARTIER HOUSE




VITRE
ST-ANTOINE
BERRI
ST-LOUIS
NOTRE-DAME EST
ST-DENIS
CHAMP-DE-MARS
BONSECOURS
RUE DU CHAMP-DE-MARS
ST-CLAUDE
ST-PAUL
DE LA COMMUNE
FLEUVE ST-LAURENT

ECHELLE/SCALE: 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	⋯⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	////	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.71 DOE(PC) - G E Cartier House

Location: 456-462 Notre-Dame Street East, Montreal
CBD

SITE

Area: 0.03 ha
Acquisition date(s): 1973
% Occupied by Structures: 95%
Parking: N/A
Access: Very good
Zoning: Commercial, residential (historical block)

STRUCTURE(S)

Number: 1
Use: Historical home
Occupant(s): DOE
Gross area: 1,092.48 m^2
Storey(s): 3 plus basement
Construction date(s): 1850 (approximately)

Surrounding Land Use: Residential, commercial

CRPI: 2465260 62 DOE2 07137

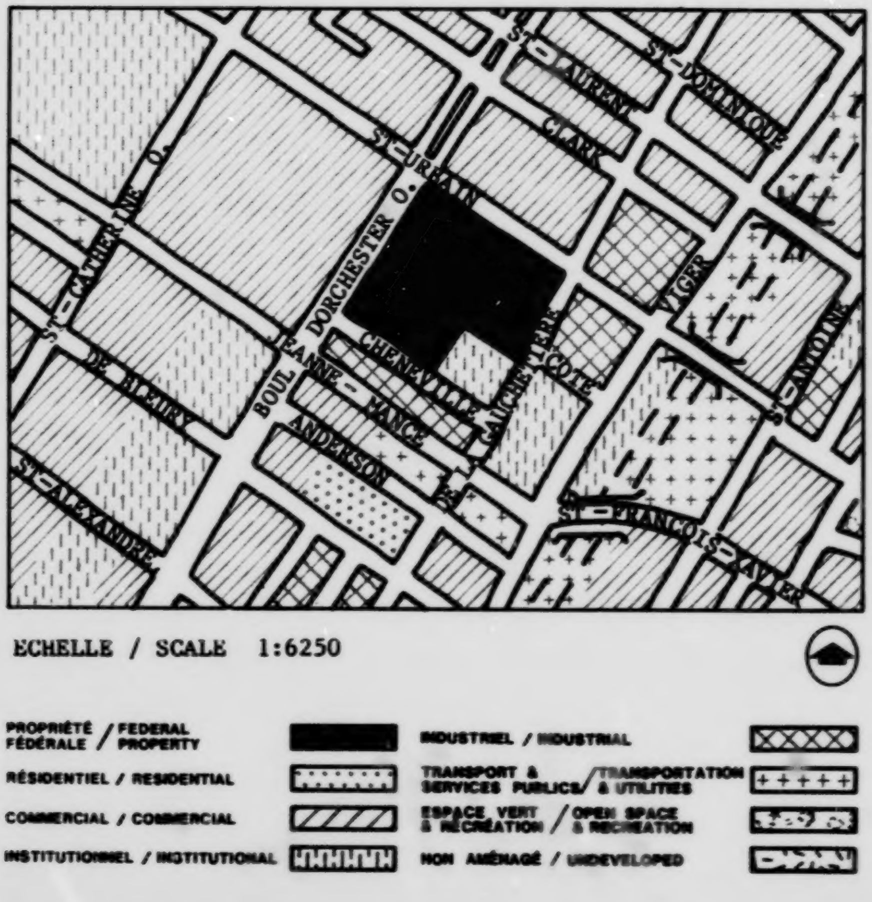
This property, acquired in 1973, is located within what the City has identified as a historical block; the building itself was declared historical in 1969.

The building is currently closed to the public, to allow for various activities: rehabilitation ($80,000), interpretation ($37,000), historical research ($26,000) and redevelopment ($11,000). These activities will be completed in 1983-84, making the G E Cartier House accessible to visitors.

The owner department on the previous page should be DOE (PC) instead of INA.

Figure 72

TPC SITE DU FUTUR COMPLEXE GUY-FAVREAU
PWC FUTURE COMPLEX GUY-FAVREAU SITE


ST-LAURENT
ST-DOMINIQUE
CLARK
ST-URBAIN
STE-CATHERINE O.
BOUL DORCHESTER O.
JEANNE-MANCE
CHENEVILLE
DE LA GAUCHETIERE
COTE
VIGER
ST-ANTOINE
DE BLEURY
ANDERSON
ST-ALEXANDRE
ST-FRANCOIS-XAVIER
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.72 PWC - Site of Future Guy-Favreau Complex

Location: 200 Dorchester Boulevard West, Montreal
CBD

SITE

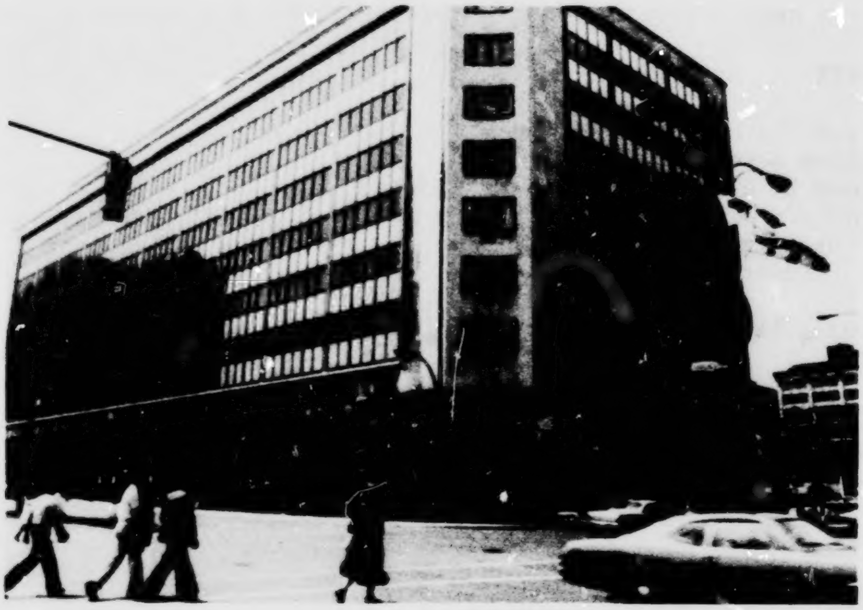
Area: 2.82 ha
Acquisition date(s): 1972
% Occupied by Structures: N/A
Parking: N/A
Access: Very good
Zoning: Commercial, residential

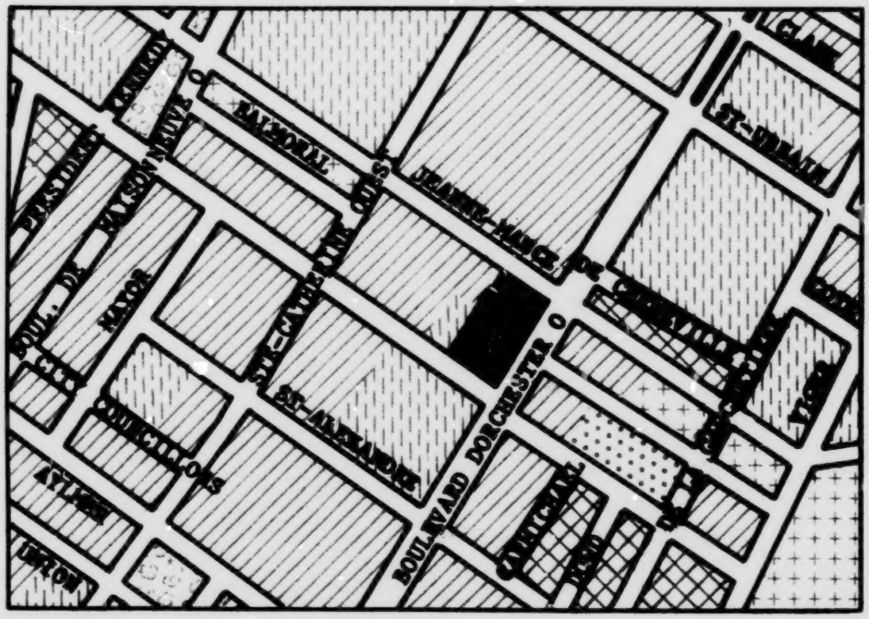
Surrounding Land Use: Commercial

CRPI: 2465260 62 DPWO 07113

Figure 73

TPC ÉDIFICE DU REVENU NATIONAL
PWC NATIONAL REVENUE BUILDING




CLARK
ST-URBAIN
PRESIDENT-KENNEDY
BALMORAL
BOUL. DE MAISONNEUVE O
JEANNE-MANCE
STE-CATHERINE OUEST
MAYOR
ST-ALEXANDRE
BOULEVARD DORCHESTER O
COUNCILLORS
AYLMER
UNION
CATHCART

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.73 PWC - National Revenue Building

Location: 305 Dorchester Boulevard West, Montreal
CBD

SITE

Area: 0.39 ha
Acquisition date(s): 1955

% Occupied by Structures: 90%
Parking: 200 (indoor)
Access: Very good
Zoning: Commercial, residential

STRUCTURE(S)

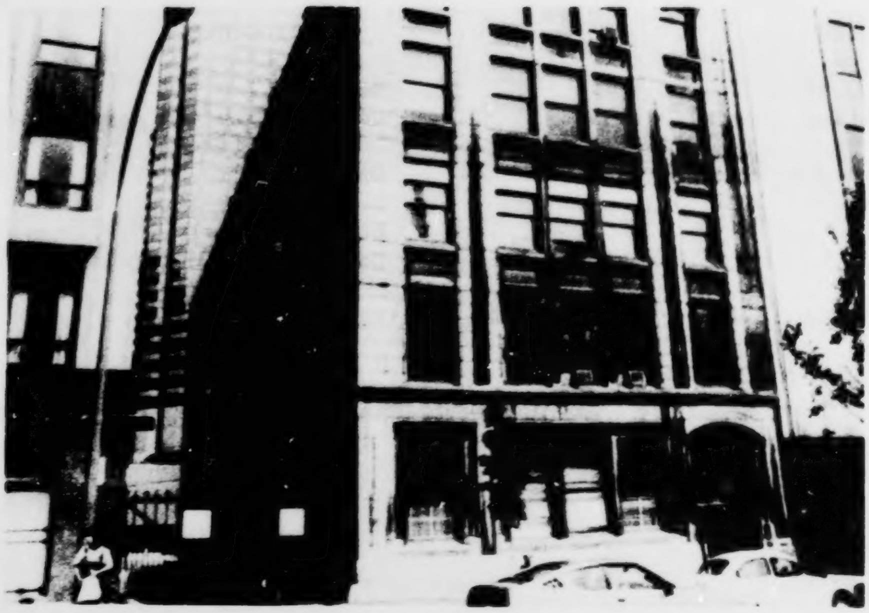
Number: 1
Use: Office and services to the public
Occupant(s): RC-T, EIC
Gross area: 44,608.49 m^2
Storey(s): 11 plus 2 basements
Construction date(s): 1960

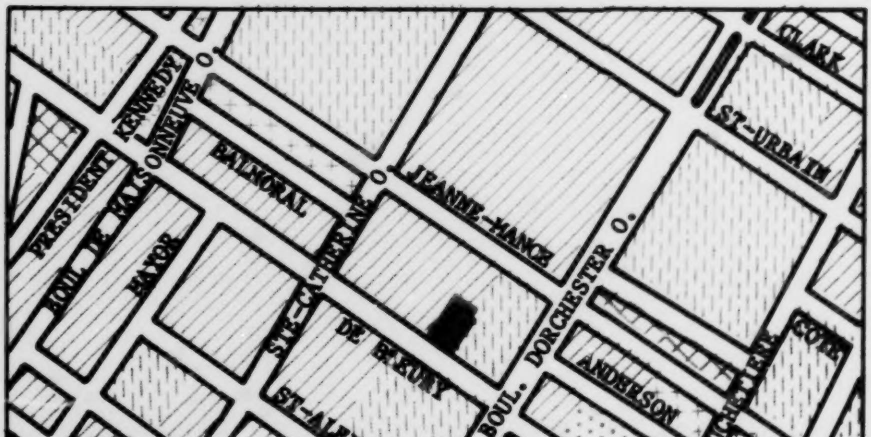
Surrounding Land Use: Commercial, institutional

CRPI: 2465260 62 DPWO 07092

Figure 74

TPC ÉDIFICE CARON
PWC CARON BUILDING




CLARK
ST-URBAIN
KENNEDY
PRESIDENT
BOUL. DE MAISONNEUVE O.
BALMORAL
JEANNE-MANCE
STE-CATHERINE O.
MAYOR
DE BLEURY
BOUL. DORCHESTER O.
ANDERSON
DE LA GAUCHETIERE
COTE
ST-ALEXANDRE
AYLMER
UNION
PL. PHILLIPS
CARMICHAEL
DOWD
VIGER

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⁘	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.74 PWC - Caron Building

Location: 1179 Bleury Street, Montreal
CBD

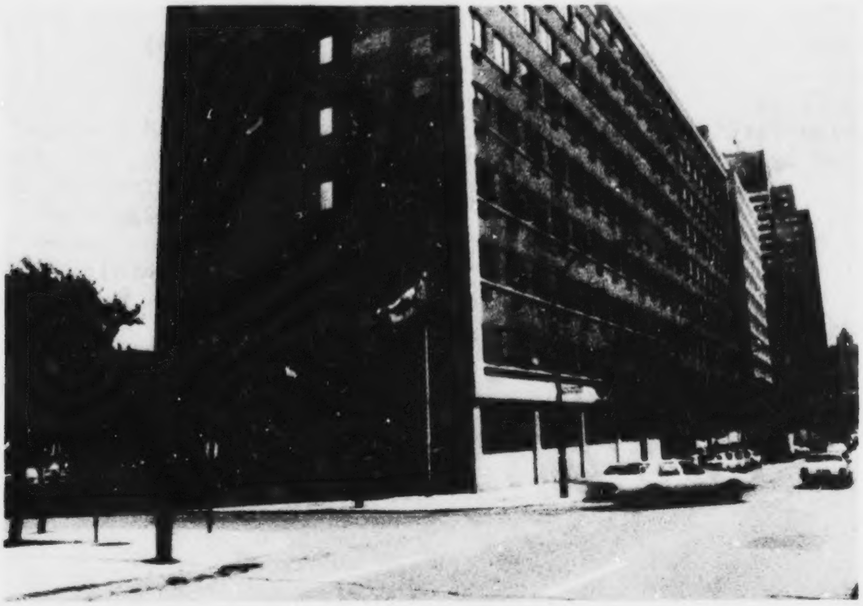
SITE	**STRUCTURE(S)**
Area: 0.07 ha	**Number:** 1
Acquisition date(s): 1941	**Use:** Offices and storage
% Occupied by Structures: 95%	**Occupant(s):** HWC, PWC, RC-T, United Way
Parking: 2	**Gross area:** 3,622.57 m^2
Access: Good	**Storey(s):** 5 plus basement
Zoning: No zoning	**Construction date(s):** 1910

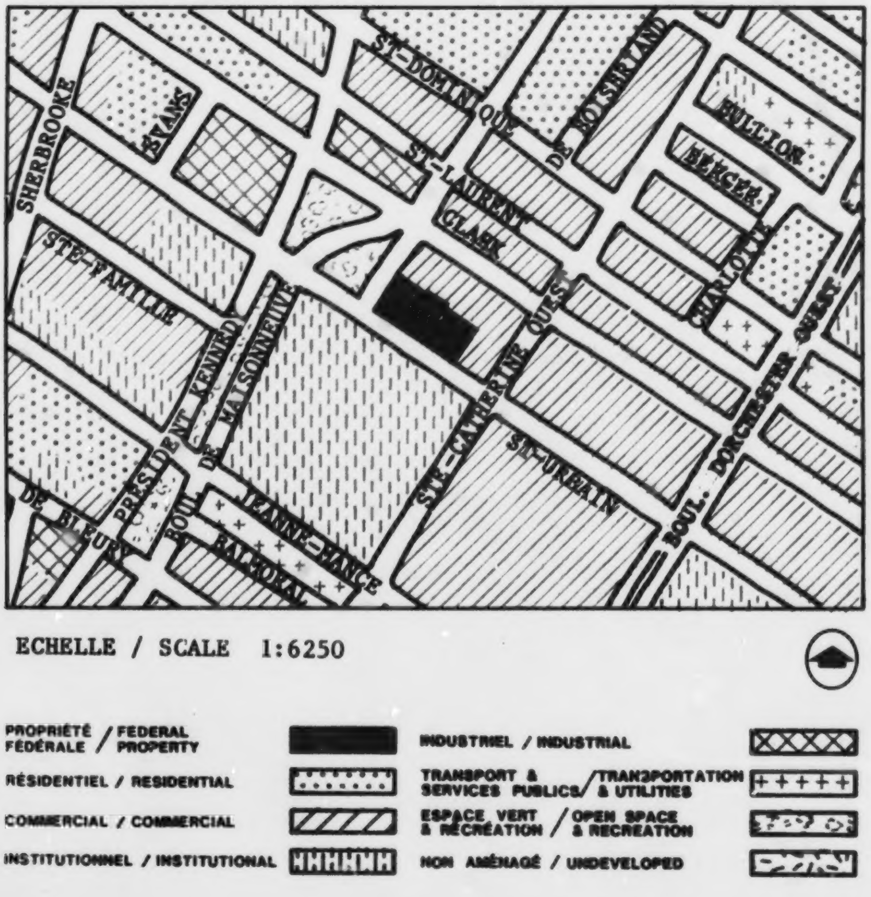
Surrounding Land Use: Commercial, institutional

CRPI: 2465260 62 DPWO 22020

Figure 75

TPC ÉDIFICE FÉDÉRAL: EMPLOI ET IMMIGRATION
PWC FEDERAL BUILDING: EMPLOYMENT & IMMIGRATION




SHERBROOKE
EVANS
ST-DOMINIQUE
DE BOISBRIAND
BULLION
MERCER
ST-LAURENT
CLARK
STE-FAMILLE
CHARLOTTE
PRESIDENT KENNEDY
BOUL. DE MAISONNEUVE
STE-CATHERINE OUEST
ST-URBAIN
BOUL. DORCHESTER OUEST
DE BLEURY
JEANNE-MANCE
BALMORAL
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.75 PWC - Federal Building - Employment and Immigration

Location: 1441 St-Urbain Street, Montreal
CBD

SITE

Area: 0.28 ha
Acquisition date(s): 1952
% Occupied by Structures: 60%
Parking: 40
Access: Very good
Zoning: Commercial

STRUCTURE(S)

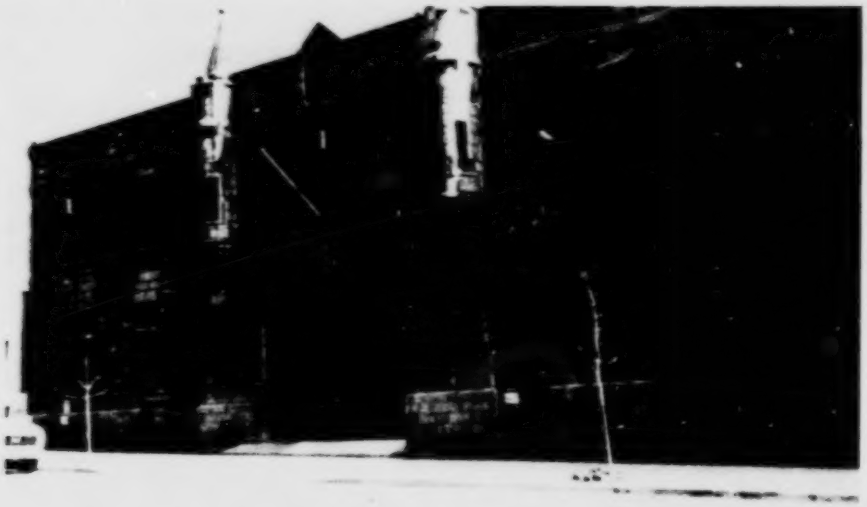
Number: 1
Use: Administrative services
Occupant(s): EIC, SSC
Gross area: 15,674.04 m^2
Storey(s): 9 plus basement
Construction date(s): 1957

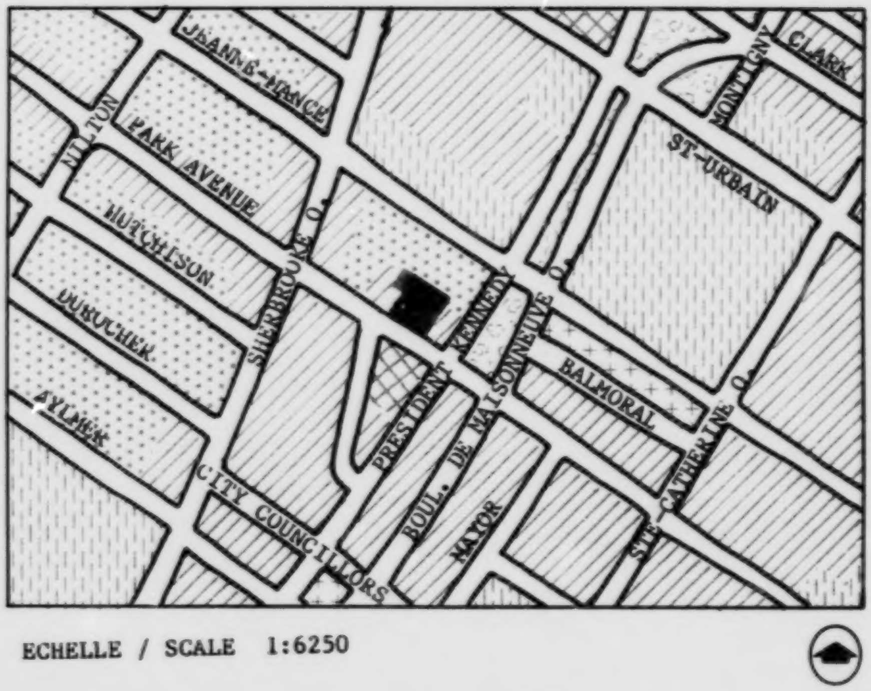
Surrounding Land Use: Commercial and institutional

CRPI: 2465260 62 DPWO 07097

Figure 76

MDN MANÈGE MILITAIRE BLACK WATCH
DND BLACK WATCH ARMOURY




JEANNE-MANCE
MILTON
PARK AVENUE
HUTCHISON
DUROCHER
AYLMER
SHERBROOKE O.
PRESIDENT KENNEDY
BOUL. DE MAISONNEUVE O.
CITY COUNCILLORS
MAYOR
BALMORAL
STE-CATHERINE O.
ST-URBAIN
MONTIGNY
CLARK

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▧
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▦

5.2.76 DND - Black Watch Armoury

Location: 2067 Bleury Street, Montreal
CBD

SITE

Area: 0.17 ha
Acquisition date(s): 1923
% Occupied by Structures: 90%
Parking: 3
Access: Very good

Zoning: Not zoned

STRUCTURE(S)

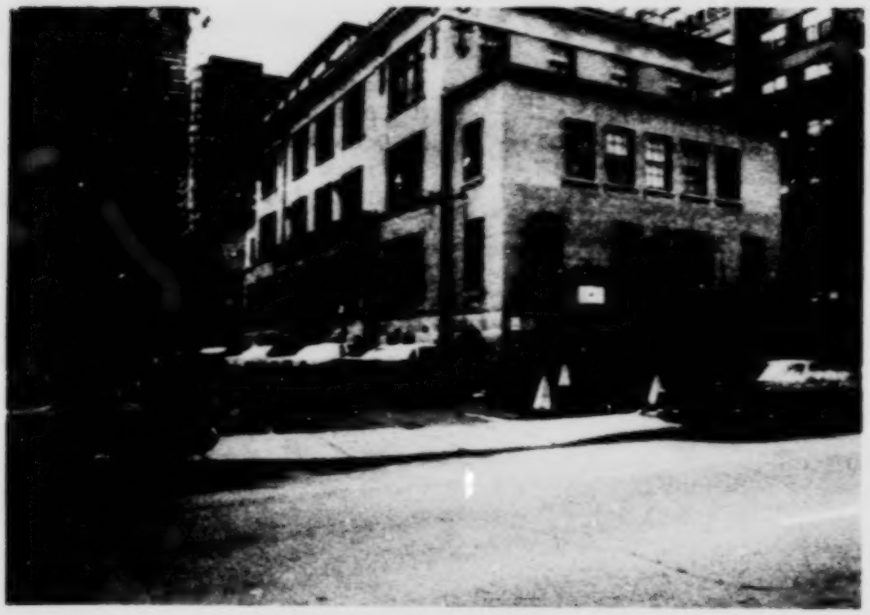
Number: 1
Use: Military training
Occupant(s): DND
Gross area: 3,700.48 m^2
Storey(s): 9 plus basement and mezzanines
Construction date(s): 1913

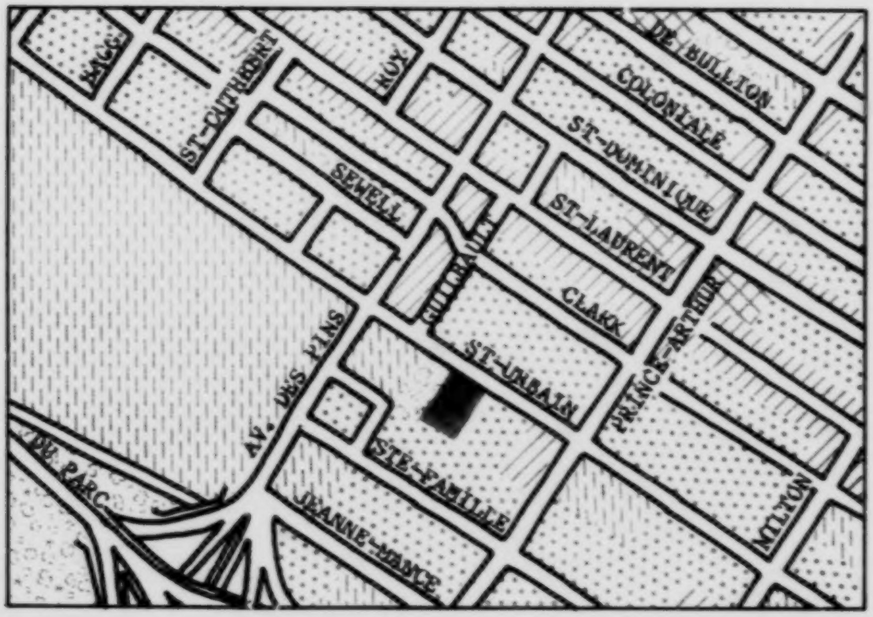
Surrounding Land Use: Commercial, residential

CRPI: 2465260 62 DNDO 07088

Figure 77

MDN MANÈGE MILITAIRE
DND ARMOURY




BAGG
ST-CUTHBERT
ROY
DE BULLION
COLONIALE
ST-DOMINIQUE
SEWELL
ST-LAURENT
GUILBAULT
CLARK
PRINCE-ARTHUR
AV. DES PINS
ST-URBAIN
DE PARC
STE-FAMILLE
JEANNE-MANCE
MILTON

ECHELLE / SCALE 1:6520

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⁙	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	░
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▤

5.2.77 DND - St-Urbain Armoury

Location: 3626 St-Urbain Street, Montreal
CBD

SITE

Area: 0.14 ha
Acquisition date(s): 1948
% Occupied by Structures: 45%
Parking: 10
Access: Very good
Zoning: Residential

STRUCTURE(S)

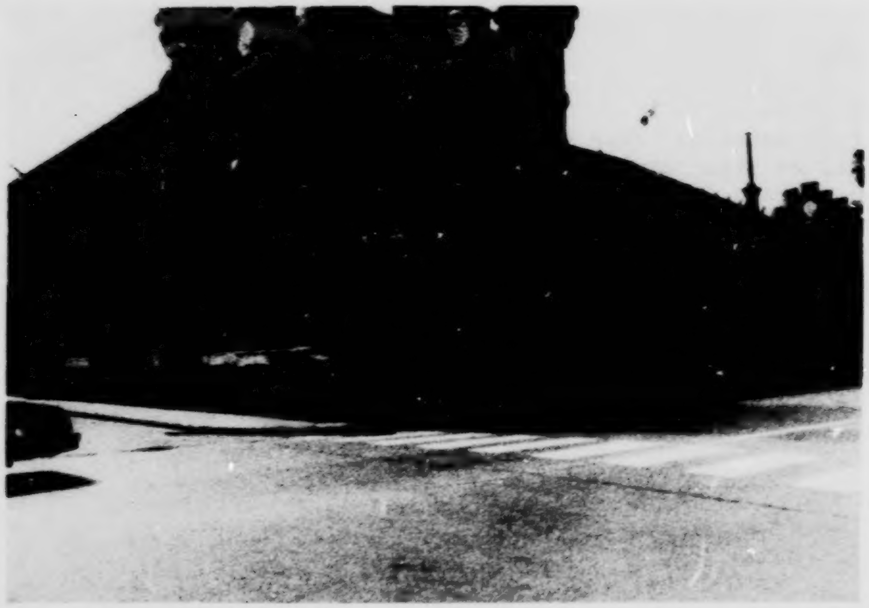
Number: 1
Use: Armoury
Occupant(s): DND
Gross area: 1,791.39 m^2
Storey(s): 4 plus basement
Construction date(s): 1914

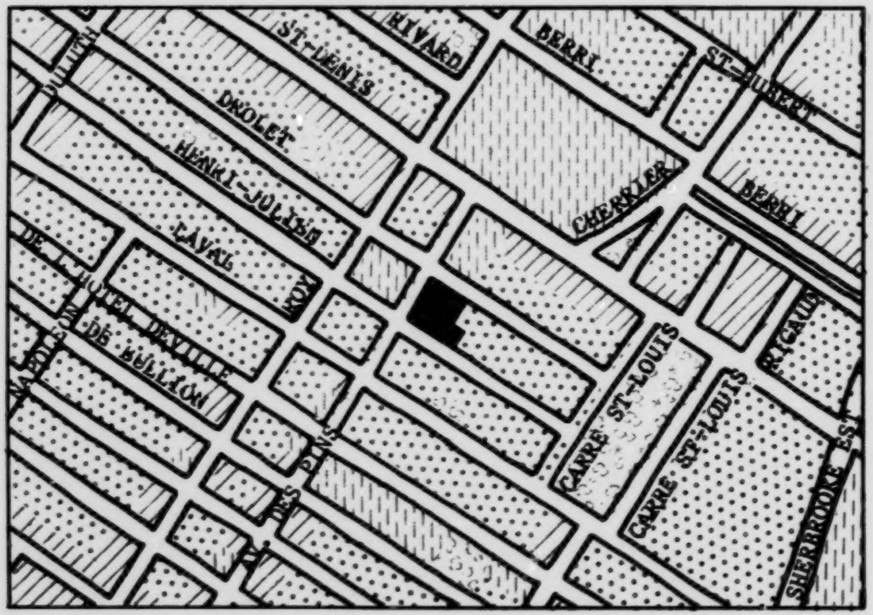
Surrounding Land Use: Residential, institutional

CRPI: 2465260 62 DNDO 07086

Figure 78

MDN MANÈGE MILITAIRE
DND ARMOURY




DULUTH
ST-DENIS
RIVARD
BERRI
ST-HUBERT
DROLET
HENRI-JULIEN
CHERRIER
BERRI
LAVAL
ROY
DE L'HOTEL DEVILLE
NAPOLEON
DE BULLION
DES PINS
CARRE ST-LOUIS
CARRE ST-LOUIS
RIGAUD
SHERBROOKE EST

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	·······	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+++++
COMMERCIAL / COMMERCIAL	////	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▨

5.2.78 DND - Armoury: Les Fusiliers Mont-Royal

Location: 3721 Henri-Julien Street, Montreal
Periphery

SITE

Area: 0.16 ha
Acquisition date(s): 1911
% Occupied by Structures: 100%
Parking: None
Access: Very good

Zoning: Commercial, residential

STRUCTURE(S)

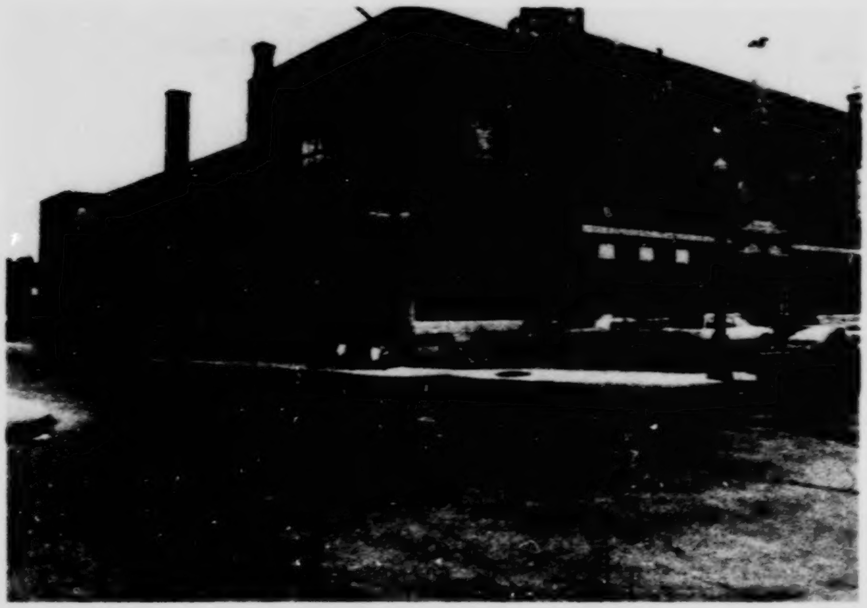
Number: 1
Use: Armoury
Occupant(s): DND
Gross area: 3,877.83 m^2
Storey(s): 1 plus basement and mezzanine
Construction date(s): 1911

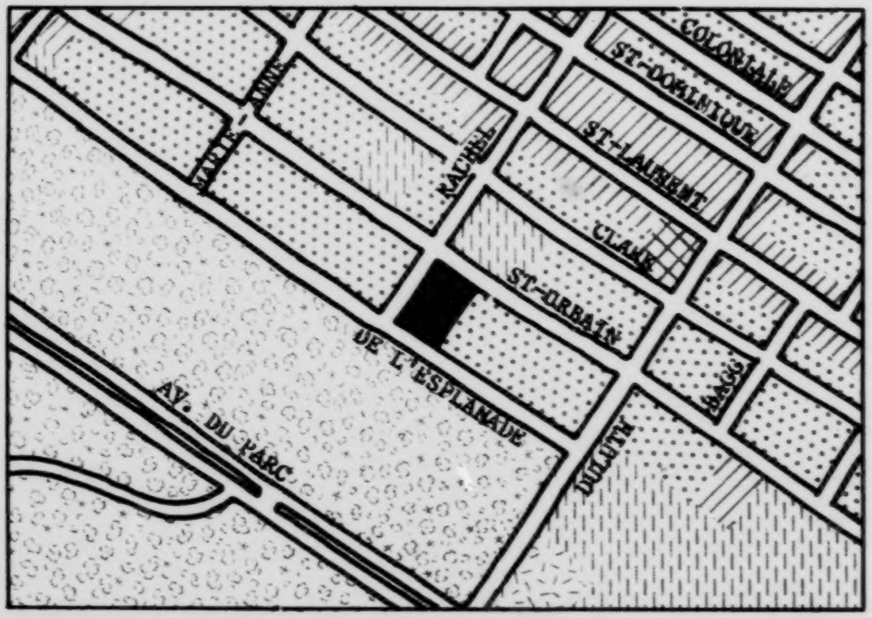
Surrounding Land Use: Residential, institutional

CRPI: 2465260 34 DNDO 07087

Figure 79

MDN MANÈGE MILITAIRE: GARDES GRENADIERS DU CANADA
DND ARMOURY: CANADIAN GRENADIER GUARDS




COLONIALE
ST-DOMINIQUE
ST-LAURENT
CLARK
ST-URBAIN
RACHEL
MARIE-ANNE
DE L'ESPLANADE
AV. DU PARC
DULUTH
BAGG

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	⁚⁚⁚⁚	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+++++
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	○○○
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	⁓⁓⁓

5.2.79 DND - Canadian Grenadier Guards Armoury

Location: 4171 Esplanade Avenue, Montreal
Periphery

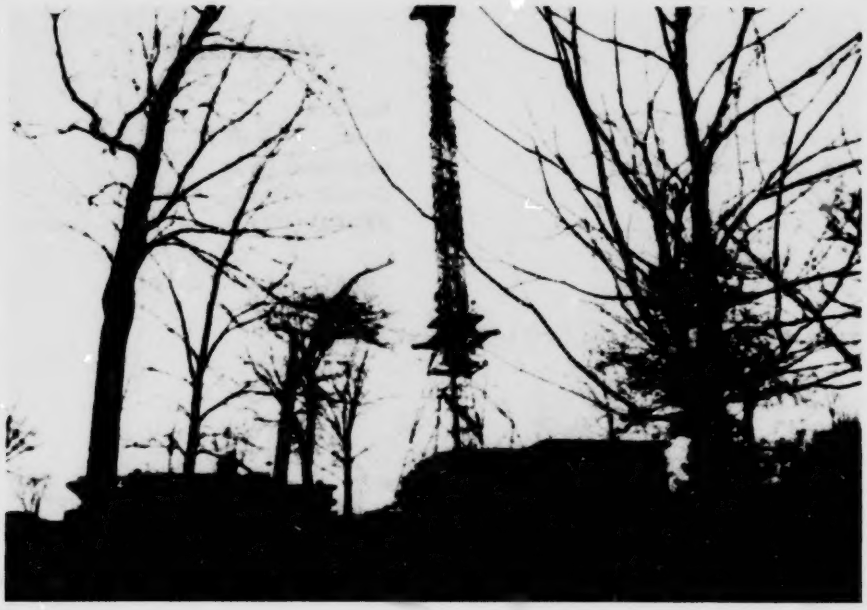
SITE	**STRUCTURE(S)**
Area: 0.22 ha	**Number:** 1
Acquisition date(s): 1913	**Use:** Armoury
% Occupied by Structures: 95%	**Occupant(s):** DND
Parking: 6	**Gross area:** 4,394.17 m^2
Access: Very good	**Storey(s):** 1 plus basement and mezzanines
Zoning: Residential	**Construction date(s):** 1913

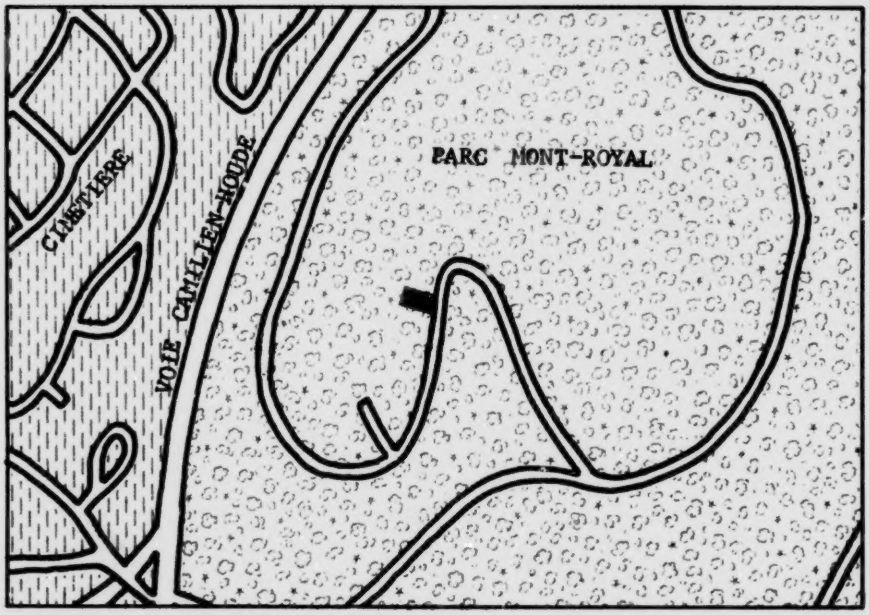
Surrounding Land Use: Residential, parkland

CRPI: 2465260 62 DNDO 07085

Figure 80

R-C TOUR ÉMETTRICE
CBC TRANSMITTER




CIMETIÈRE
VOIE CAMILLIEN-HOUDE
PARC MONT-ROYAL

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	⁂
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▩

5.2.80 CBC - Transmitter

Location: Top of Mount Royal Park
Periphery

STRUCTURE(S)

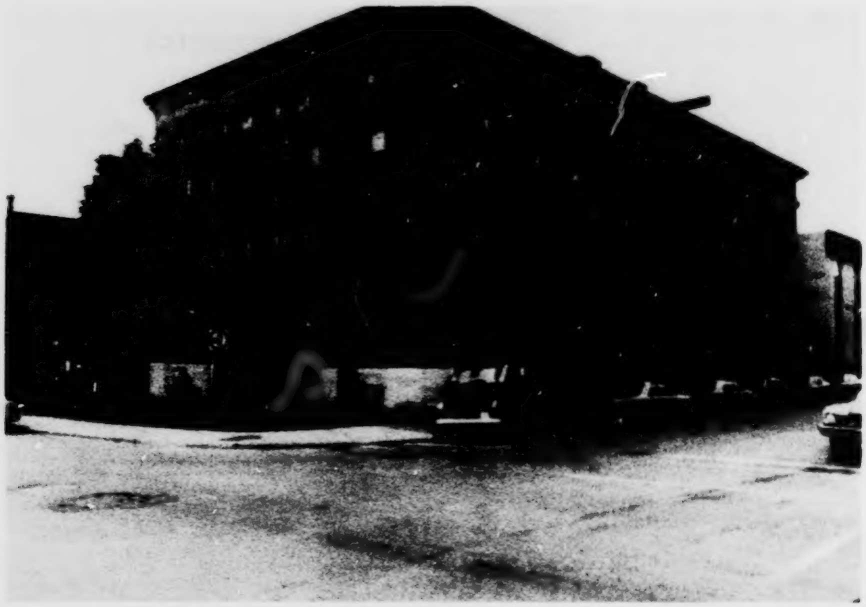
Number: 1
Use: Television and radio transmitter
Occupant(s): CBC
Gross area: 702.35 m^2
Storey(s): 1
Construction date(s): 1960

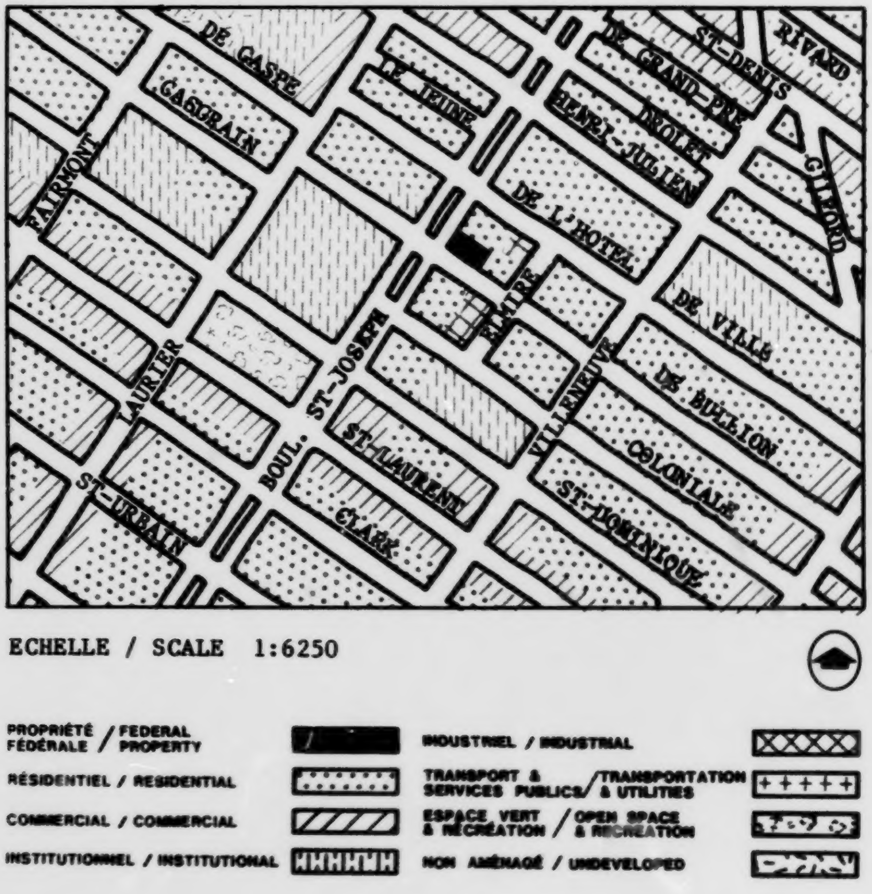
Surrounding Land Use: Parkland, cemetery

CRPI: 2465260 60 CBCO 07063

Figure 81

MDN MANÈGE MILITAIRE ST-JOSEPH
DND ST-JOSEPH ARMOURY




DE GASPE
LE JEUNE
DE GRAND-PRE
ST-DENIS
RIVARD
GASGRAIN
DROLET
HENRI-JULIEN
GILFORD
FAIRMONT
DE L'HOTEL
ELMIRE
DE VILLE
LAURIER
BOUL. ST-JOSEPH
VILLENEUVE
DE BULLION
ST-LAURENT
COLONIALE
ST-URBAIN
CLARK
ST-DOMINIQUE
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.81 DND - St-Joseph Armoury

Location: 160 St-Joseph Boulevard East, Montreal
Periphery

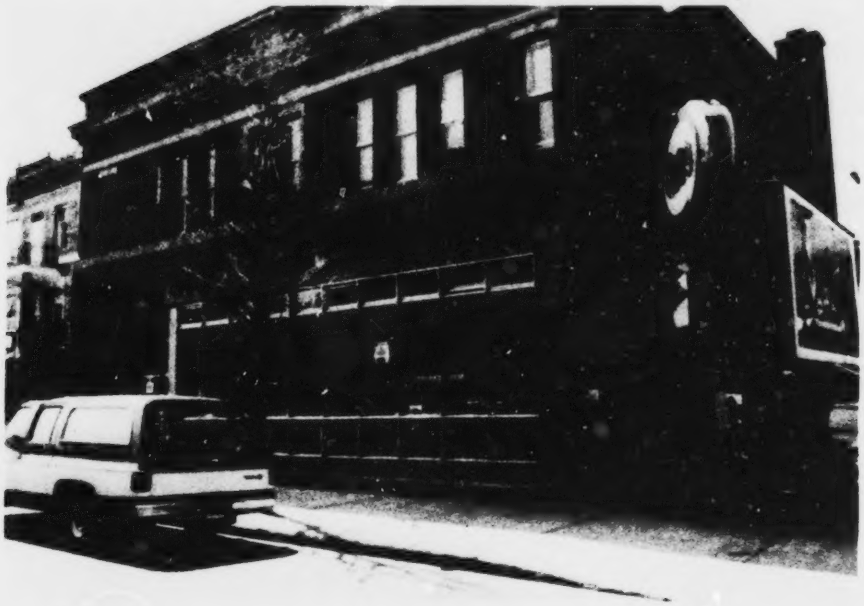
SITE	**STRUCTURE(S)**
Area: 0.11 ha	**Number:** 1
Acquisition date(s): 1937	**Use:** Armoury
% Occupied by Structures: 90%	**Occupant(s):** DND
Parking: 10	**Gross area:** 2,078.62 m^2
Access: Very Good	**Storey(s):** 2 plus basement
Zoning: Residential	**Construction date(s):** 1909, 1934

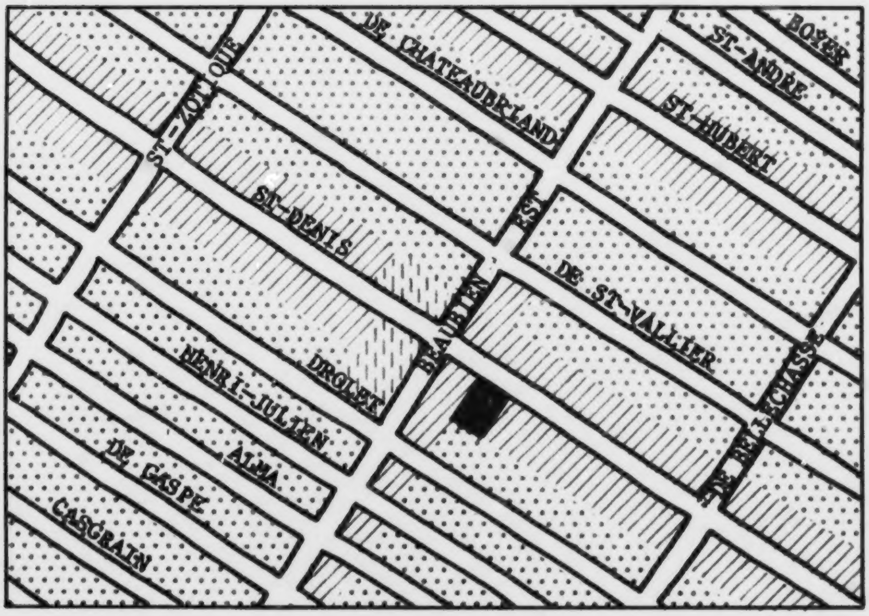
Surrounding Land Use: Residential, institutional

CRPI: 2465260 34 DNDO 07157

Figure 82

TPC ANCIENNE SUCCURSALE POSTALE "R"
PWC FORMER POSTAL STATION "R"




ST-ZOTIQUE
DE CHATEAUBRIAND
BOYER
ST-ANDRÉ
ST-HUBERT
ST-DENIS
EST
DE ST-VALLIER
BEAUBIEN
DROLET
HENRI-JULIEN
ALMA
DE GASPE
CASGRAIN
DE BELLECHASSE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	⁚⁚⁚⁚	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+++++
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▩

5.2.82 PWC - Former Postal Station "R"

Location: 6420 St-Denis Street, Montreal
Periphery

SITE

Area: 0.06 ha
Acquisition date(s): 1924
% Occupied by Structures: 100%
Parking: None
Access: Very Good
Zoning: Commercial, residential

STRUCTURE(S)

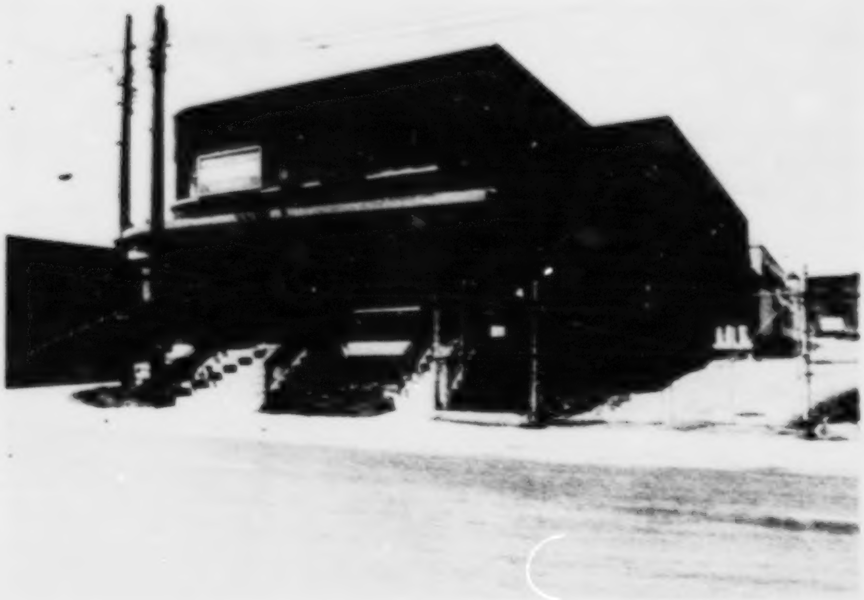
Number: 1
Use: Offices, storage
Occupant(s): SS plus Minister
Gross area: 1,237.84 m^2
Storey(s): 2 plus basement
Construction date(s): 1924, 1956

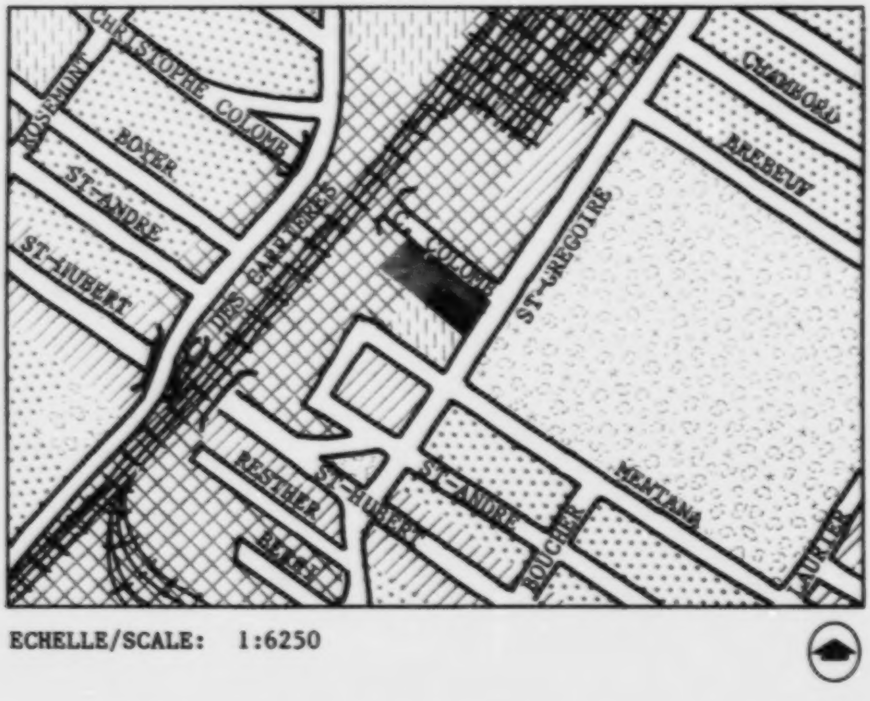
Surrounding Land Use: Commercial, residential

CRPI: 2465260 50 DPWO 07171

Figure 83

MDN MANÈGE MILITAIRE
DND ARMOURY




CHRISTOPHE COLOMB
ROSEMONT
BOYER
ST-ANDRE
ST-HUBERT
DES CARRIERES
C. COLOMB
ST-GREGOIRE
CHAMBORD
BREBEUF
RESTHER
ST-HUBERT
ST-ANDRE
BERRI
BOUCHER
MENTANA
LAURIER

ECHELLE/SCALE: 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RESIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	○
INSTITUTIONNEL / INSTITUTIONAL	▦	NON AMÉNAGÉ / UNDEVELOPED	▒

5.2.83 DND - St-Gregoire Armoury

Location: 1055 St-Grégoire Street, Montreal
Periphery

SITE

Area: 0.32 ha
Acquisition date(s): 1948, 1950
% Occupied by Structures: 30%
Parking: 10 (plus 10 indoor)
Access: Very Good
Zoning: Industrial

STRUCTURE(S)

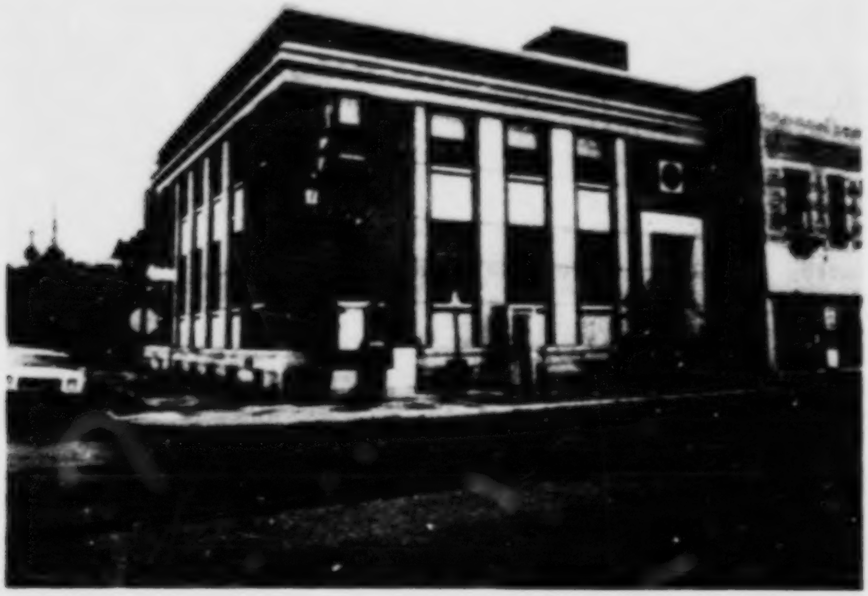
Number: 1
Use: Armoury
Occupant(s): DND
Gross area: 2,340.70 m^2
Storey(s): 2 plus basement
Construction date(s): 1946

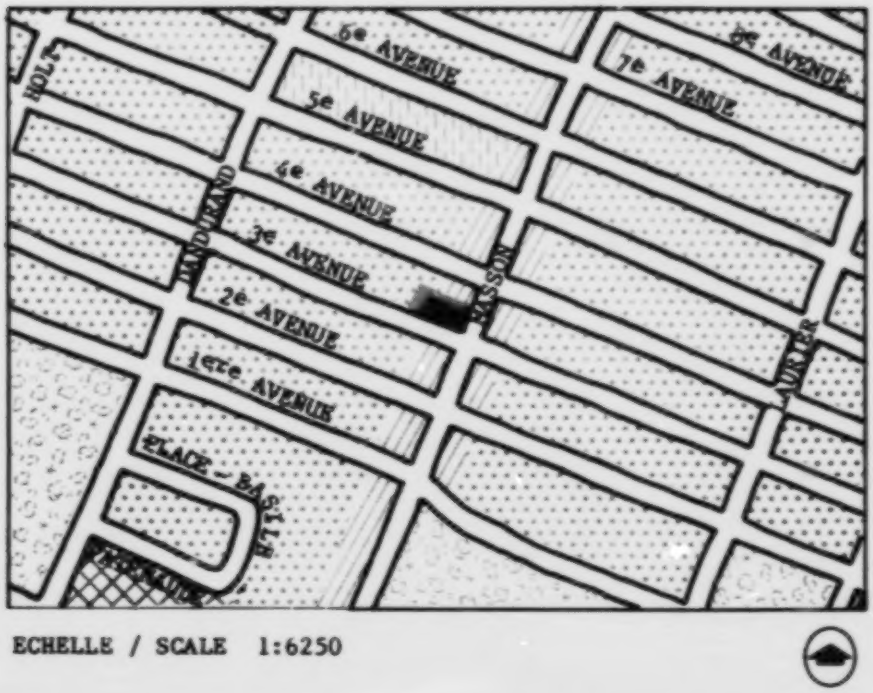
Surrounding Land Use: Industrial, parkland, institutional

CRPI: 2465260 34 DNDO 07156

Figure 84

TPC ANCIENNE SUCCURSALE POSTALE ROSEMONT
PWC FORMER ROSEMONT POSTAL STATION





6e AVENUE
7e AVENUE
8e AVENUE
5e AVENUE
4e AVENUE
3e AVENUE
2e AVENUE
1ere AVENUE
HOLT
DANDURAND
MASSON
LAURIER
PLACE BASTILLE
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY ■
RÉSIDENTIEL / RESIDENTIAL ⋯
COMMERCIAL / COMMERCIAL ▨
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES + + + + +
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.84 PWC - Former Rosemont Postal Station

Location: 2705 Masson Avenue, Montreal
Periphery

SITE

Area: 0.03 ha
Acquisition date(s): 1938
% Occupied by Structures: 95%

Parking: None
Access: Very Good
Zoning: Commercial, residential

STRUCTURE(S)

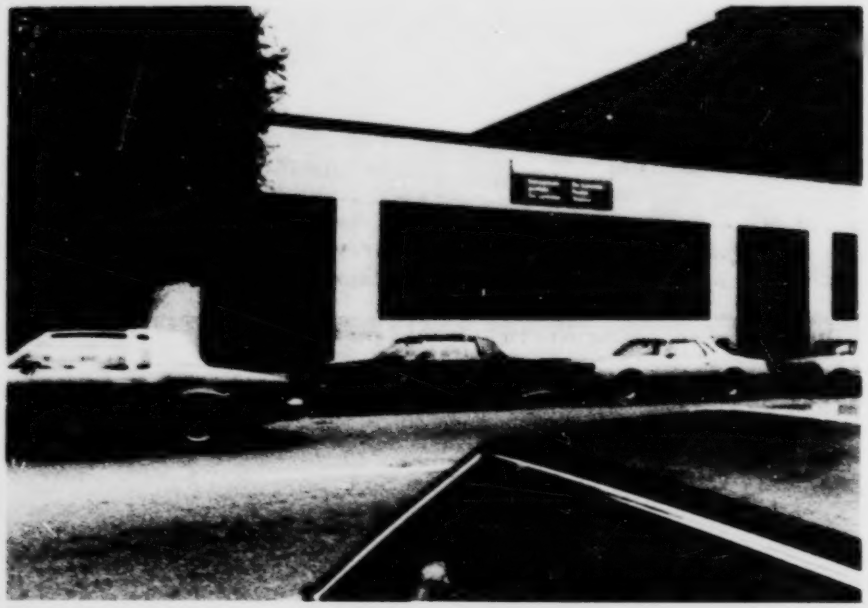
Number: 1
Use: Meeting rooms
Occupant(s): Community recreation group
Gross area: 907.20 m^2
Storey(s): 2 plus basement
Construction date(s): 1940, 1961

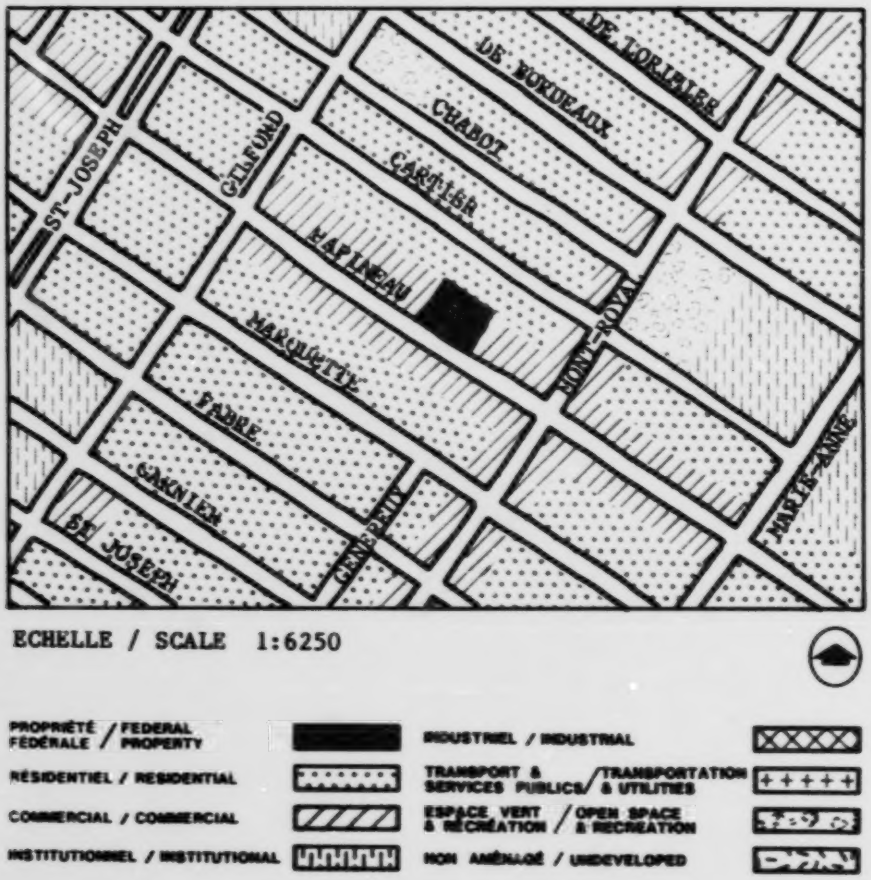
Surrounding Land Use: Commercial, residential

CRPI: 2465260 65 DPWO 07197

Figure 85

TPC SUCCURSALE POSTALE DE LORIMIER
PWC DE LORIMIER POSTAL STATION




DE LORIMIER
DE BORDEAUX
CHABOT
CARTIER
ST-JOSEPH
GILFORD
PAPINEAU
MONT-ROYAL
MARQUETTE
FABRE
GARNIER
ST JOSEPH
GENEREUX
MARIE-ANNE
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.85 PWC - DeLorimier Postal Station*

Location: 4535 Papineau Street, Montreal
Periphery

SITE

Area: 0.18 ha
Acquisition date(s): 1940, 1947
% Occupied by Structures: 90%
Parking: None
Access: Good
Zoning: Commercial, residential

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 1,962.30 m^2
Storey(s): 1 plus basement
Construction date(s): 1950

Surrounding Land Use: Commercial, residential

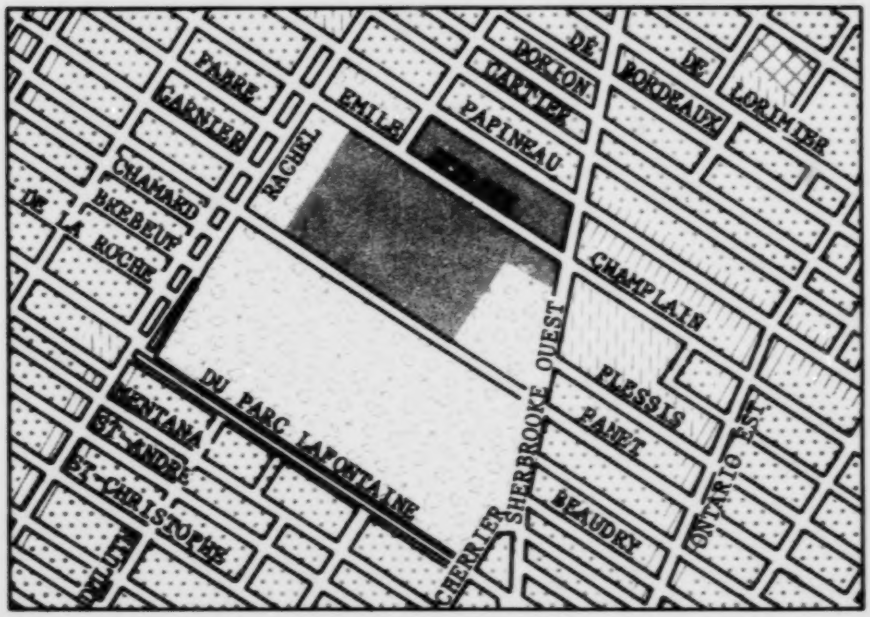
CRPI: 2465260 65 DPWO 07208

---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 86

MDN PARC LAFONTAINE
DND LAFONTAINE PARK


FABRE
GARNIER
EMILE
DORION
CARTIER
DE BORDEAUX
DE LORIMIER
PAPINEAU
RACHEL
CHAMARD
BREBEUF
DE LA ROCHE
CHAMPLAIN
SHERBROOKE OUEST
PLESSIS
PANET
ONTARIO EST
BEAUDRY
CHERRIER
DU PARC LAFONTAINE
MONTANA
ST.ANDRE
ST.CHRISTOPHE
DULUTH

ECHELLE/SCALE 1:12500

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⁚	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	⁘
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.86 DND - Part of Lafontaine Park

Location: Between Calixa-Lavallée, Rachel, Papineau and Sherbrooke
streets, Montreal
Periphery

SITE

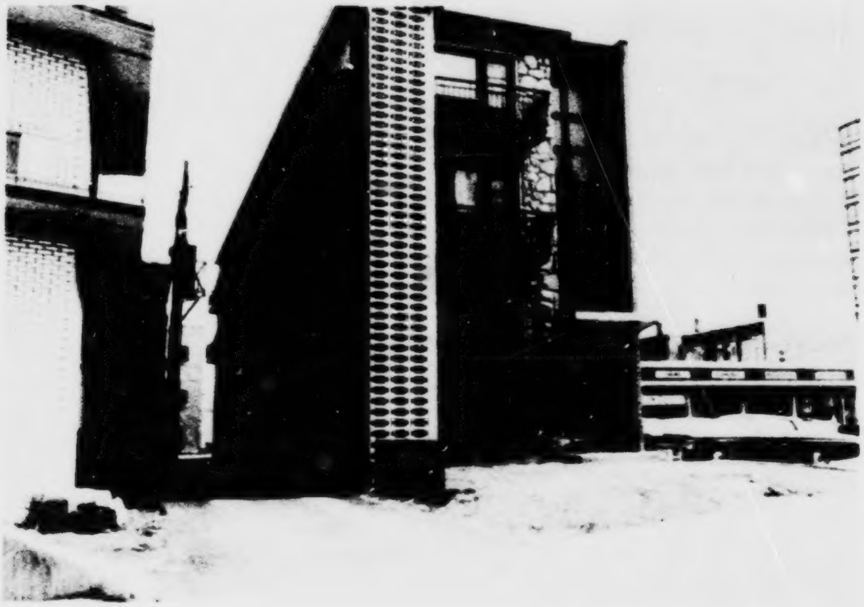
Area: 14.14 ha
Acquisition date(s): 1845-46
% Occupied by Structures: N/A
Parking: None
Access: Very good
Zoning: Parkland

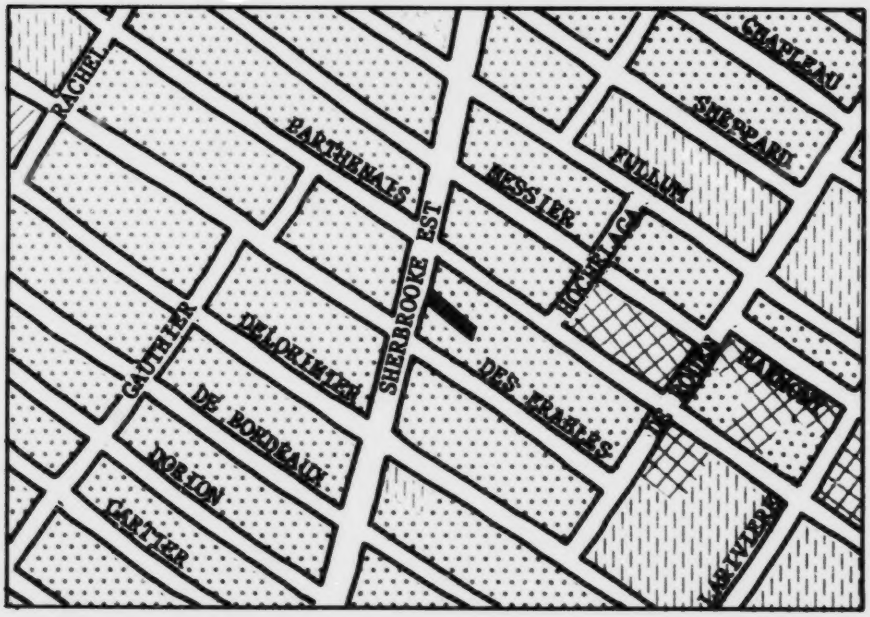
Surrounding Land Use: Parkland, residential

CRPI: 2465260 65 DNDO 07140

Figure 87

SCC CENTRE CORRECTIONNEL COMMUNAUTAIRE SHERBROOKE
CSC SHERBROOKE COMMUNITY CORRECTIONAL CENTER




RACHEL
PARTHENAIS
CHAPLEAU
SHEPPARD
FULLUM
MESSIER
SHERBROOKE EST
HOCHELAGA
GAUTHIER
DELORIMIER
DES ERABLES
DE ROUEN
HARMONY
DE BORDEAUX
DORION
CARTIER
LARIVIERE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	XXXX
RÉSIDENTIEL / RESIDENTIAL	⋯⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+++++
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	HHHHHH	NON AMÉNAGÉ / UNDEVELOPED	▨

5.2.87 CSC - Sherbrooke Community Correctional Centre

Location: 2190 Sherbrooke Street East, Montreal
Periphery

SITE

Area: 0.02 ha
Acquisition date(s): 1978
% Occupied by Structures: 95%
Parking: None
Access: Very good
Zoning: Residential

STRUCTURE(S)

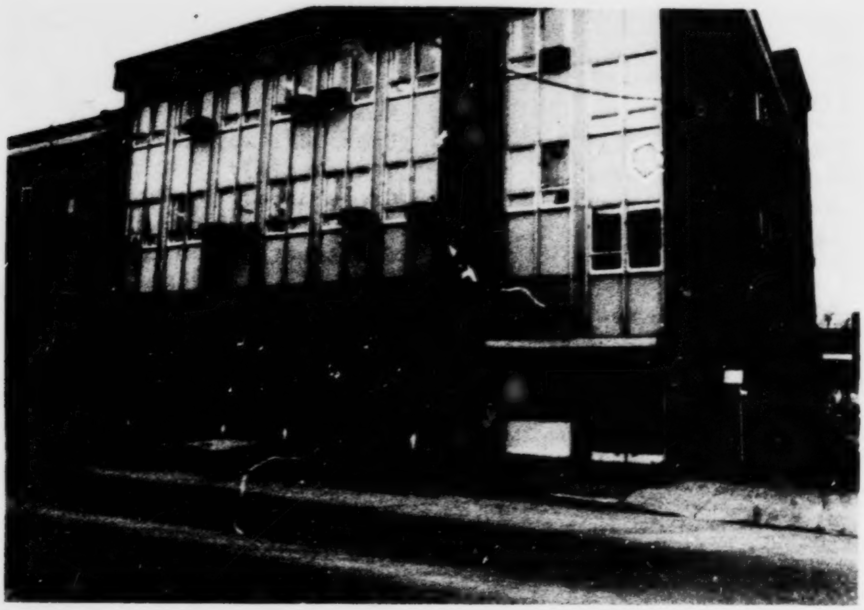
Number: 1
Use: Halfway House
Occupant(s): CSC
Gross area: 9,800 m^2
Storey(s): 3 plus basement
Construction date(s): 1964

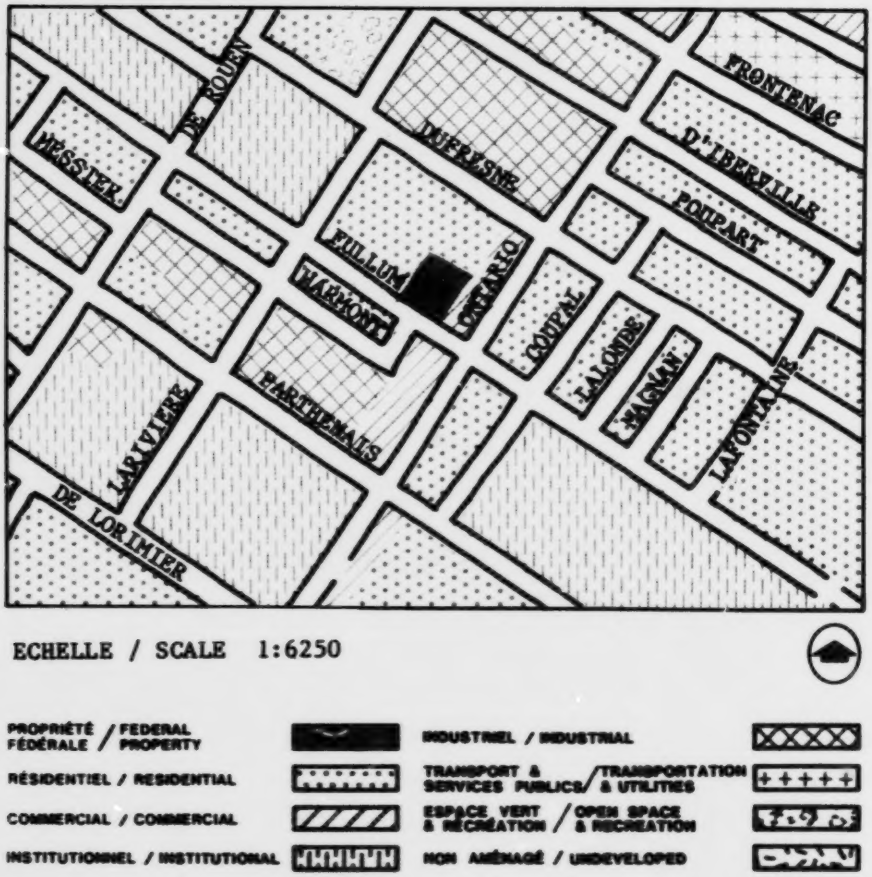
Surrounding Land Use: Residential

CRPI: 2465260 65 PENO 22147

Figure 88

TPC ÉDIFICE FÉDÉRAL: CONSOMMATION ET CORPORATION
PWC FEDERAL BUILDING: CONSUMER & CORPORATE AFFAIRS




FRONTENAC
D'IBERVILLE
POUPART
DUFRESNE
DE ROUEN
MESSIER
FULLUM
HARMONY
ONTARIO
COUPAL
LALONDE
MAGNAN
LAFONTAINE
PARTHENAIS
LARIVIERE
DE LORIMIER
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.88 PWC - Federal Building: Consumer and Corporate Affairs

Location: 2025 Fullum Street, Montreal
Periphery

SITE

Area: 0.16 ha
Acquisition date(s): 1959
% Occupied by Structures: 55%
Parking: 18
Access: Good
Zoning: Commercial, residential

STRUCTURE(S)

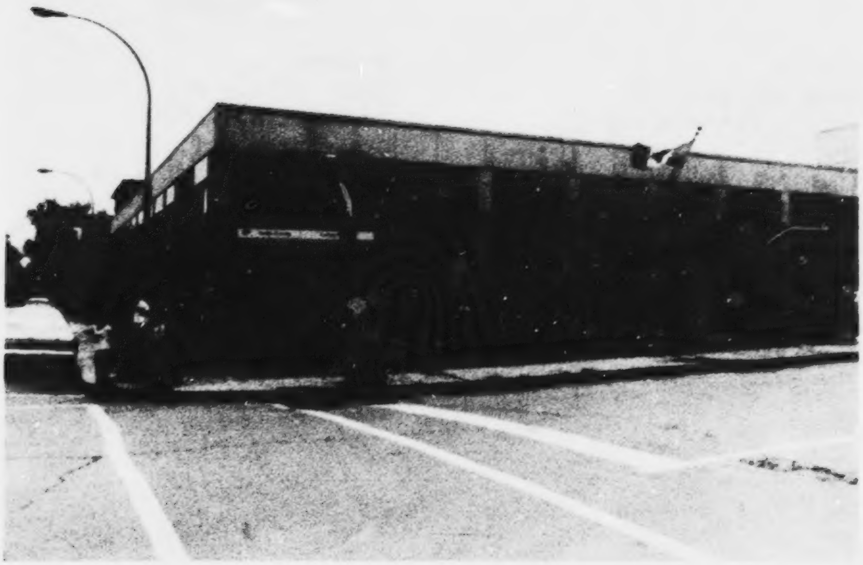
Number: 1
Use: Office and gauging station
Occupant(s): CCA
Gross area: 1,891 m^2
Storey(s): 3 plus basement
Construction date(s): 1961

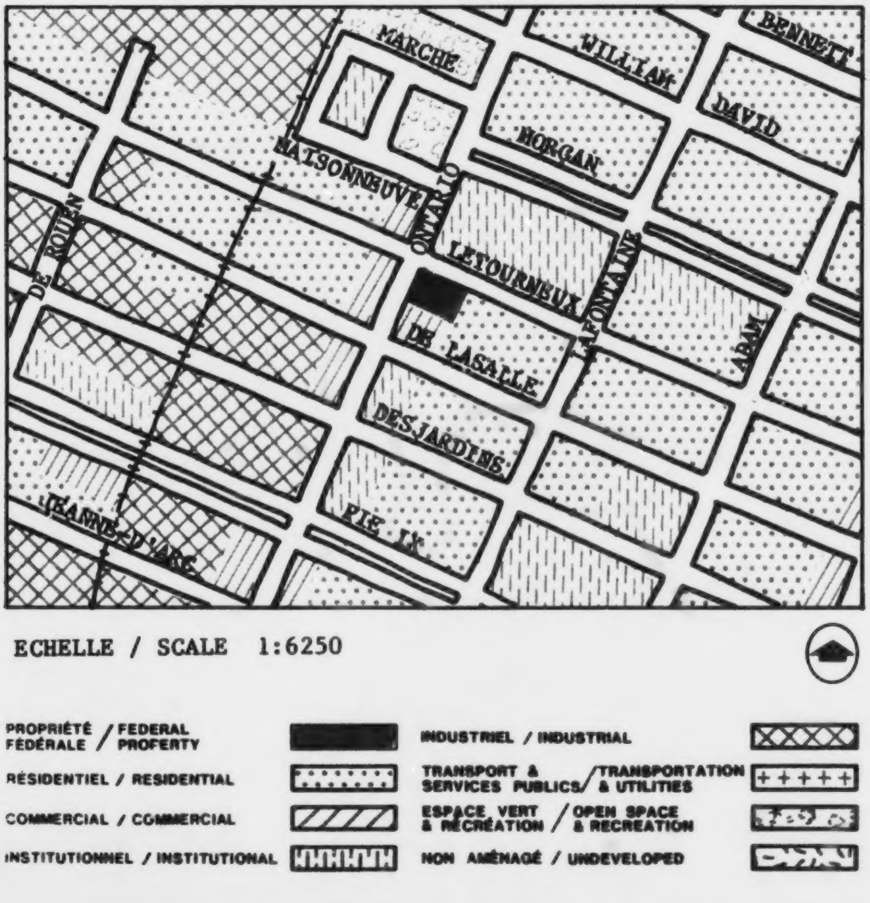
Surrounding Land Use: Residential, commercial

CRPI: 2465260 65 DPWO 07142

Figure 89

TPC SUCCURSALE POSTALE "M"
PWC POSTAL STATION "M"




MARCHE
WILLIAM
BENNETT
DAVID
MORGAN
MAISONNEUVE
ONTARIO
LETOURNEUX
LAFONTAINE
ADAM
DE ROUEN
DE LASALLE
DESJARDINS
PIE IX
JEANNE-D'ARC
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.89 PWC - Postal Station "M"*

Location: 4290 Ontario Street East, Montreal
Periphery

SITE

Area: 0.10 ha
Acquisition date(s): 1962
% Occupied by Structures: 70%
Parking: 5
Access: Very good
Zoning: Commercial

STRUCTURE(S)

Number: 1
Use: Post office
Occupant(s): CPC
Gross area: 1,513.67 m^2
Storey(s): 1 plus basement
Construction date(s): 1964

Surrounding Land Use: Commercial, institutional and residential

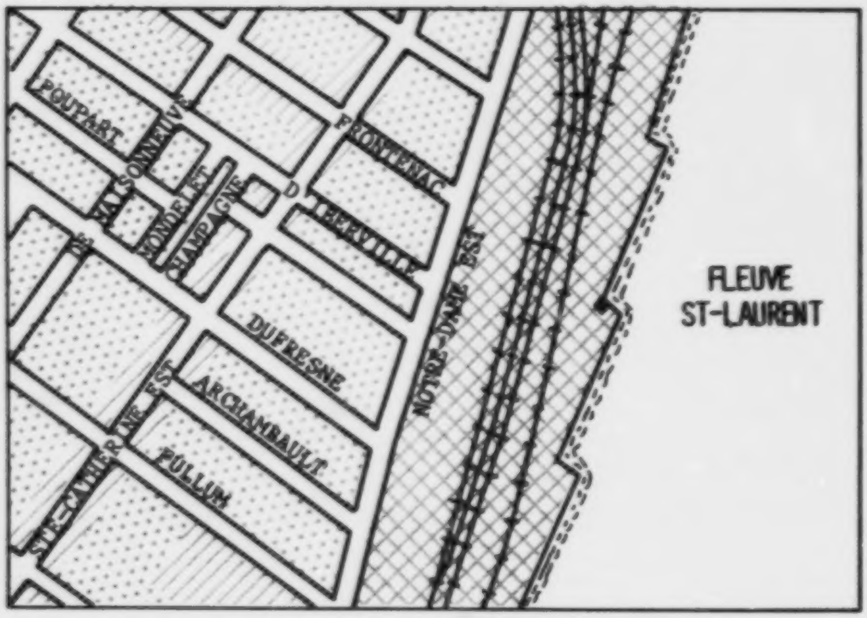
CRPI: 2465260 23 DPWO 07218

---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 90

MPO STATION DES MARÉES ET NIVEAUX DE L'EAU
DFO TIDES AND WATER LEVEL STATION


POUPART
MAISONNEUVE
DE
MONDELET
CHAMPAGNE
FRONTENAC
D'IBERVILLE
DUFRESNE
ARCHAMBAULT
FULLUM
STE-CATHERINE EST
NOTRE-DAME EST
FLEUVE
ST-LAURENT

ECHELLE / SCALE 1:10000

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⁘	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.90 DFO – Tides and Water Level Station, Frontenac Street

Location: Port of Montreal, near Frontenac Street, Montreal Waterfront

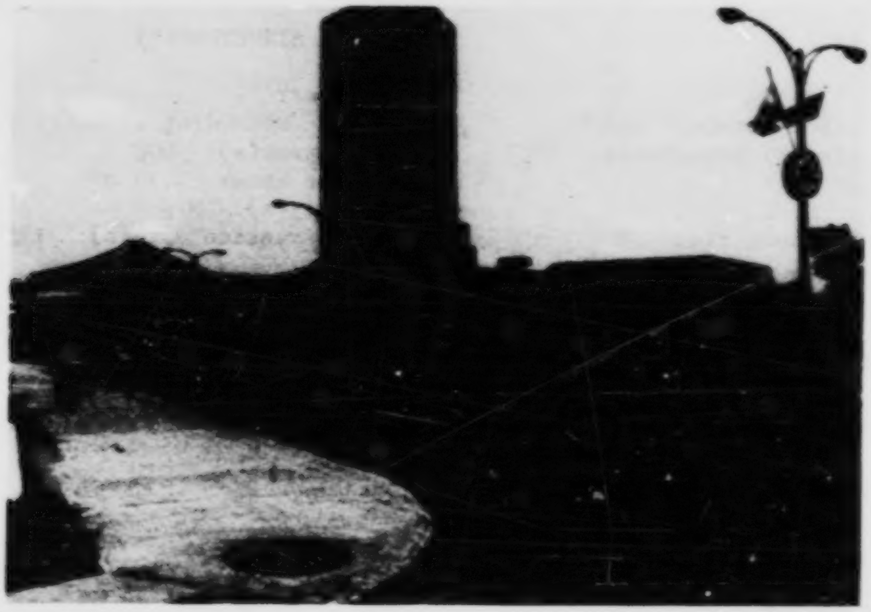
SITE	**STRUCTURE(S)**
Area: 3.34 m^2	**Number:** 1
Acquisition date(s): 1935	**Use:** Recording of water levels
% Occupied by Structures: 100%	**Occupant(s):** DOE
Parking: N/A	**Gross area:** 3.34 m^2
Access: Good	**Storey(s):** N/A
Zoning: Industrial	**Construction date(s):** 1956

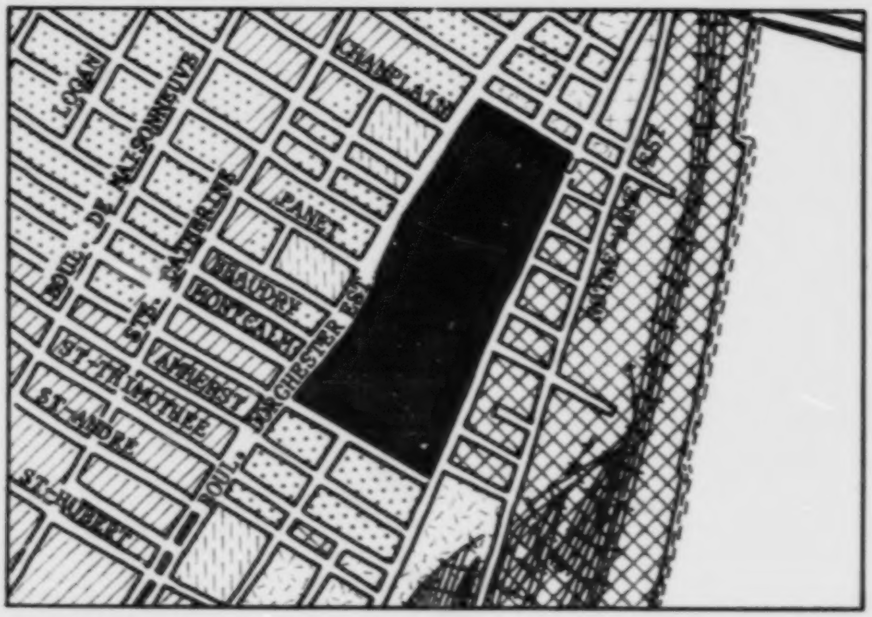
Surrounding Land Use: Port

CRPI: Not inventoried

Figure 91

R-C LA MAISON DE RADIO-CANADA
CBC RADIO-CANADA HOUSE




LOGAN
BOUL. DE MAISONNEUVE
CHAMPLAIN
STE. CATHERINE
PANET
BEAUDRY
MONTCALM
AMHERST
BOUL. DORCHESTER EST
ST-TIMOTHEE
ST-ANDRE
ST-HUBERT
NOTRE-DAME EST

ECHELLE/SCALE 1:11000

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▩

5.2.91 CBC - Radio-Canada House

Location: 1400 Dorchester Boulevard East, Montreal
Periphery

SITE

Area: 9.80 ha
Acquisition date(s): 1963

% Occupied by Structures: 40%
Parking: 600
Access: Very good
Zoning: Commercial, residential

STRUCTURE(S)

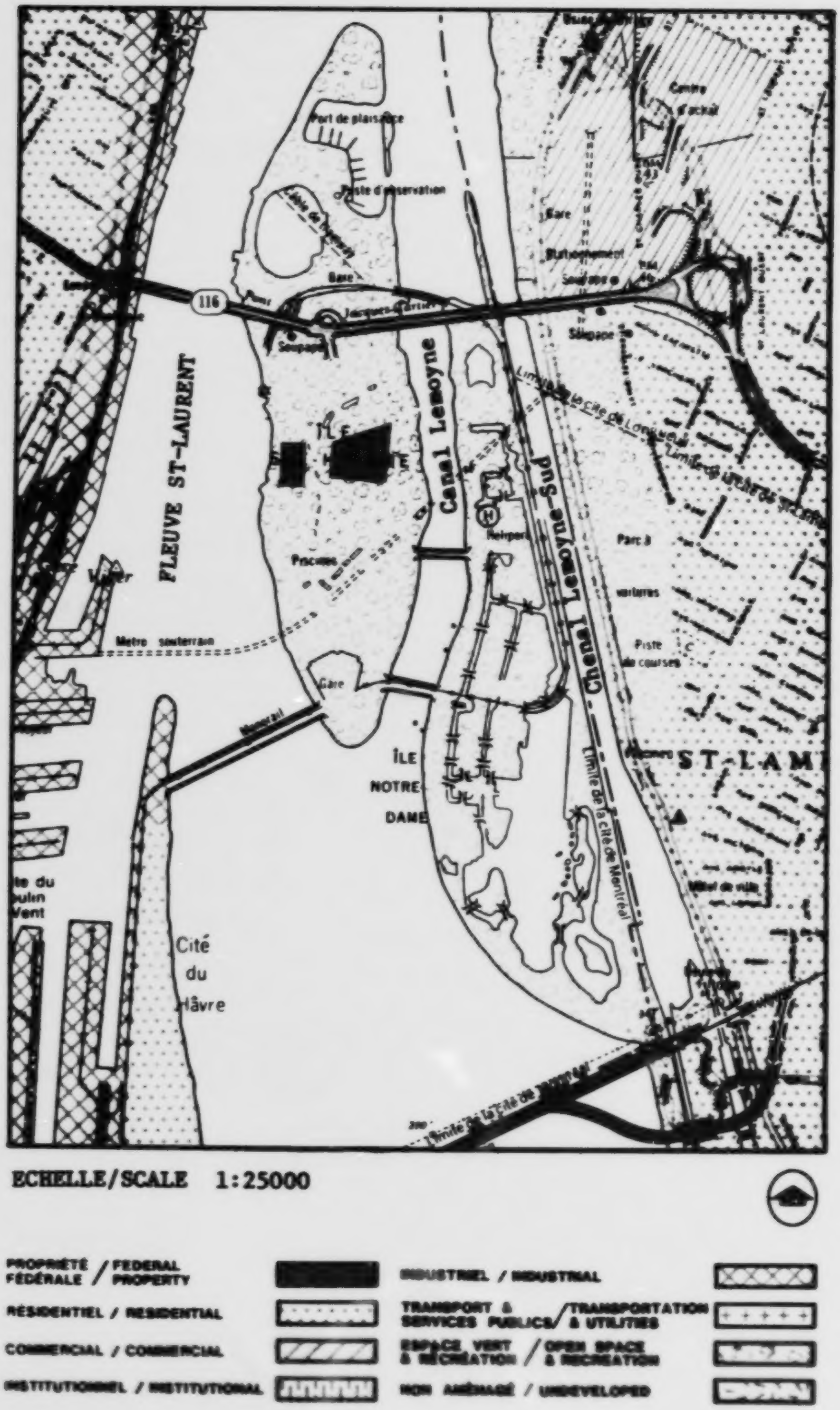
Number: 1
Use: Production of radio and television programs
Occupant(s): CBC
Gross area: 134,709 m^2
Storey(s): 28
Construction date(s): 1970

Surrounding Land Use: Residential, industrial

CRPI: 2465260 62 CBCO 07139

Figure 92

MDN RÉSERVE À L'ÎLE STE-HÉLÈNE
DND RESERVE ON STE-HÉLÈNE ISLAND



Port de plaisance
Piste d'observation
Gare
116
Pont Jacques-Cartier
Soupape
Centre d'achat
Gare
Stationnement
Soupape
Canal Lemoyne
FLEUVE ST-LAURENT
ÎLE
Limite de la cité de Longueuil
Héliport
Piscine
Parc à voitures
Piste de courses
Métro souterrain
Gare
Monorail
Chenal Lemoyne-Sud
ÎLE
NOTRE
DAME
ST-LAM
Limite de la cité de Montréal
Hôtel de ville
Cité
du
Hâvre
Limite de la cité de Montréal
ECHELLE/SCALE 1:25000
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.92 DND - Reserve on Ste-Hélène Island

Location: Ste-Hélène Island, south of Montreal Waterfront

SITE

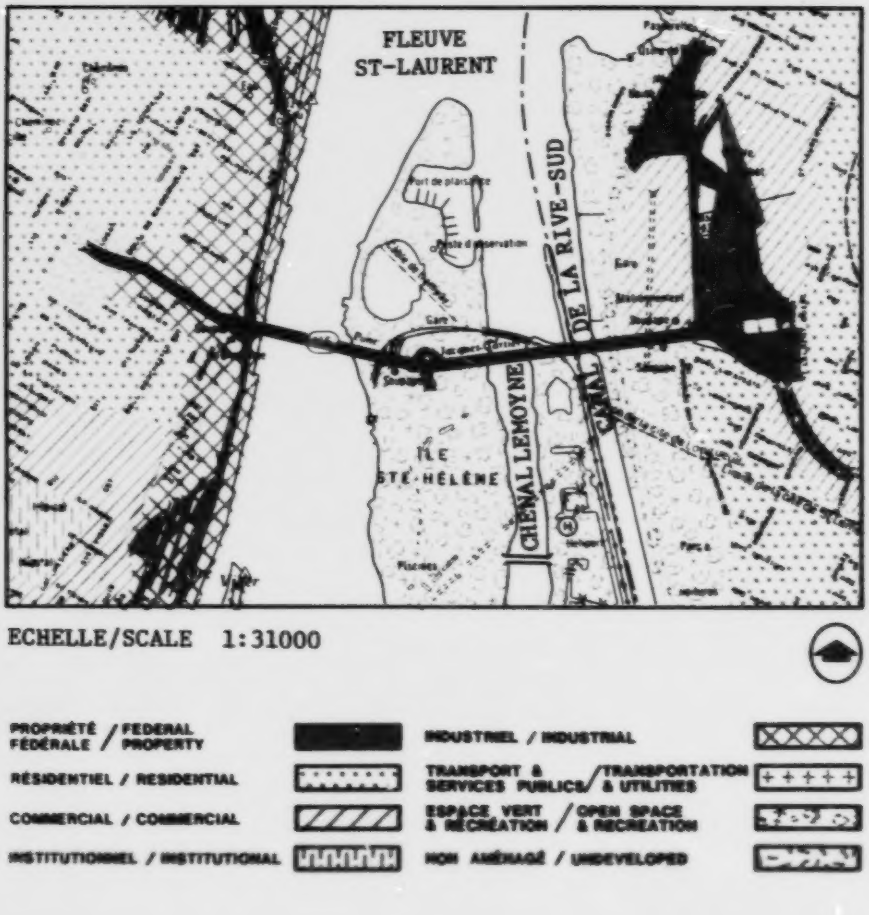
Area: 4.59 ha
Acquisition date(s): 1869
% Occupied by Structures: NA
Parking: N/A
Access: Good
Zoning: Not zoned

Surrounding Land Use: Parkland

CRPI: Not inventoried

Figure 93

AVMS PONT JACQUES-CARTIER ET APPROCHES
SLSA JACQUES-CARTIER BRIDGE AND APPROACHES


FLEUVE ST-LAURENT
CHENAL LEMOYNE
CANAL DE LA RIVE-SUD
ÎLE STE-HÉLÈNE
Port de plaisance
Piscines
ECHELLE/SCALE 1:31000
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.93 SLSA (The Jacques-Cartier and Champlain Bridges Inc.) - Jacques-Cartier Bridge and Approaches

Location: Bridge linking Montreal and Longueuil
CBD, waterfront

SITE

Area: 40.75 ha

Acquisition date(s): 1978
% Occupied by Structures: 85%

Parking: None
Access: Good
Zoning: Industrial, parkland

STRUCTURE(S)

Number: 3 (bridge, office and garage
Use: Transportation route
Occupant(s): The Jacques-Cartier and Champlain Bridges Inc.
Gross area: 3.42 km
Storey(s): N/A
Construction date(s): 1926 to 1930

Surrounding Land Use: Industrial, public

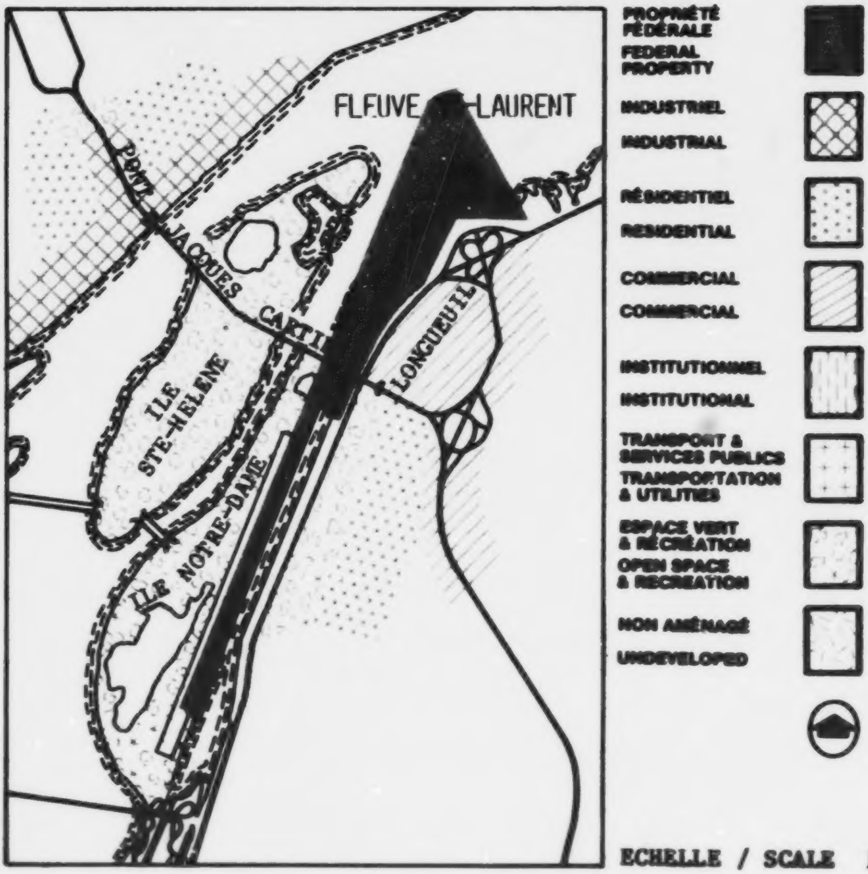
CRPI: 2465260 23 SLSO 22835
2456650 38 SLSO 22836
2456650 38 SLSO 22837

Since 1978, the Jacques-Cartier and Champlain Bridges Corporation has been the owner and administrator of the Jacques-Champlain Bridge, which first opened in 1930.

The bridge, which links Montreal to the north with Longueuil to the south, is 3.42 km in length and carries an annual flow of 26.5 million automobiles.

Figure 94

AVMS CANAL DE LA RIVE SUD
SLSA SOUTH SHORE CANAL


FLEUVE LAURENT
PONT JACQUES CARTI
LONGUEUIL
ILE STE-HELENE
ILE NOTRE-DAME
PROPRIÉTÉ FÉDÉRALE
FEDERAL PROPERTY
INDUSTRIEL
INDUSTRIAL
RÉSIDENTIEL
RESIDENTIAL
COMMERCIAL
COMMERCIAL
INSTITUTIONNEL
INSTITUTIONAL
TRANSPORT & SERVICES PUBLICS
TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION
OPEN SPACE & RECREATION
NON AMÉNAGÉ
UNDEVELOPED

ECHELLE / SCALE 1:30120

5.2.94 SLSA - South Shore Canal

Location: To the south of Montreal, from Longueuil to Caughnawaga Waterfront

SITE

Area: 121.338 ha
Acquisition date(s): 1955
% Occupied by Structures: 1%
Parking: N/A
Access: Good
Zoning: Not zoned

STRUCTURE(S)

Number: 1
Use: Pumping Station
Occupant(s): SLSA
Gross area: 1,497.3 m^2
Storey(s): 1
Construction date(s): 1958

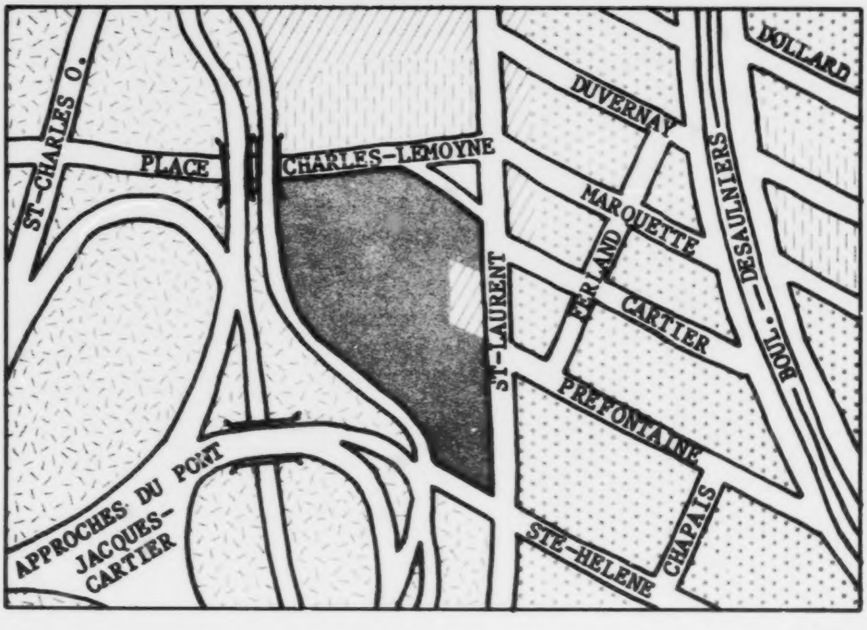
Surrounding Land Use: Commercial, residential, public

CRPI: 2465260 65 SLSO 07155 Montreal
2465265 65 SLSO 07217 Montreal
2456650 38 SLSO 06741 Longueuil
2456580 32 SLSO 06744 St-Lambert
2466300 32 SLSO 07258 La Prairie
2466380 32 SLSO 07264 Brossard
2466420 32 SLSO 07265 Candiac
2466600 14 SLSO 07269 Delson
2466500 14 SLSO 07253 Côte Ste-Catherine
2466820 14 SLSO 07274 Caughnawaga

The South Shore Canal is used for domestic and international navigation. Some 30.6 km in length, it follows along the Montreal South Shore from Longueuil to Caughnawaga before reaching Lac St-Louis, southwest of Montreal.

Figure 95

TPC SITE DU FUTUR ÉDIFICE FÉDÉRAL
PWC FUTURE FEDERAL BUILDING SITE


DOLLARD
ST-CHARLES O.
DUVERNAY
PLACE
CHARLES-LEMOYNE
MARQUETTE
DESAULNIERS
BOUL.
ST-LAURENT
FERLAND
CARTIER
PREFONTAINE
APPROCHES DU PONT
JACQUES-CARTIER
STE-HELENE
CHAPAIS

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⁘	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.95 PWC - Future Federal Building Site

Location: Part of lot 156, located to the west of St-Laurent Boulevard and
south of Place Charles-Lemoyne, Longueuil
CBD

SITE

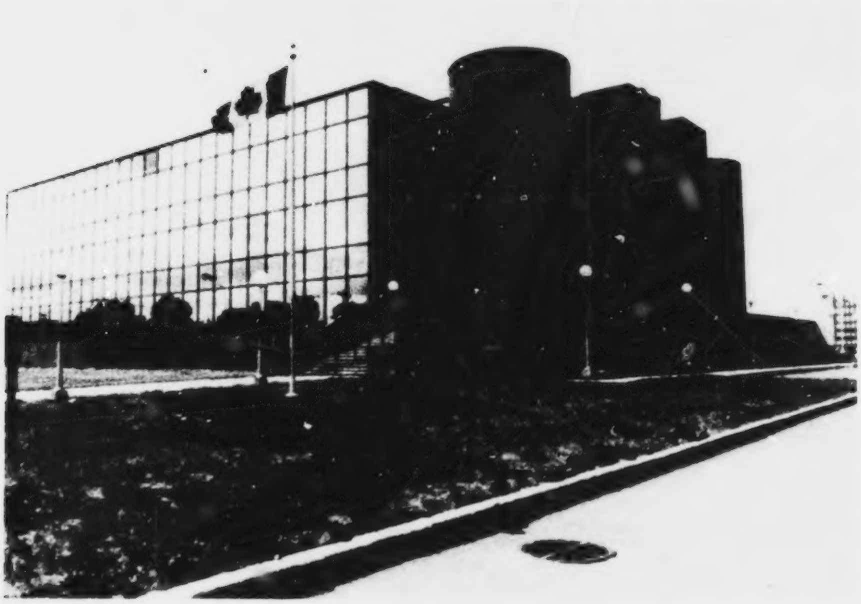
Area: 2.40 ha
Acquisition date(s): 1971
% Occupied by Structures: N/A
Parking: N/A
Access: Very Good
Zoning: Public

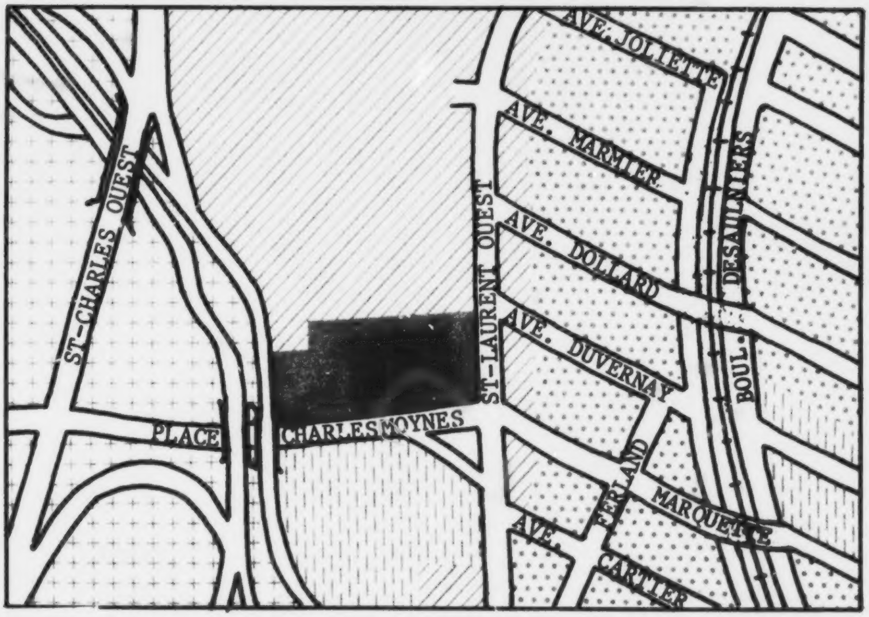
Surrounding Land Use: Residential, commercial, approaches to Jacques-Cartier Bridge

CRPI: 2456650 38 DPWO 06729

Figure 96

SBSC LABORATOIRE LONGUEUIL
HWC LONGUEUIL LABORATORY




AVE. JOLIETTE
AVE. MARMIER
AVE. DOLLARD
AVE. DUVERNAY
ST-CHARLES OUEST
ST-LAURENT OUEST
BOUL. DESAULNIERS
PLACE
CHARLESMOYNES
FERLAND
MARQUETTE
AVE. CARTIER

ECHELLE/SCALE 1:7000

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒☒☒☒
RÉSIDENTIEL / RESIDENTIAL	⁚⁚⁚⁚	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▒
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▒

5.2.96 HWC - Longueuil Laboratory

Location: 1001 St-Laurent Boulevard West, Longueuil
Periphery

SITE

Area: 2.17 ha
Acquisition date(s): 1971

% Occupied by Structures: 30%
Parking: 138
Access: Very Good
Zoning: Public

STRUCTURE(S)

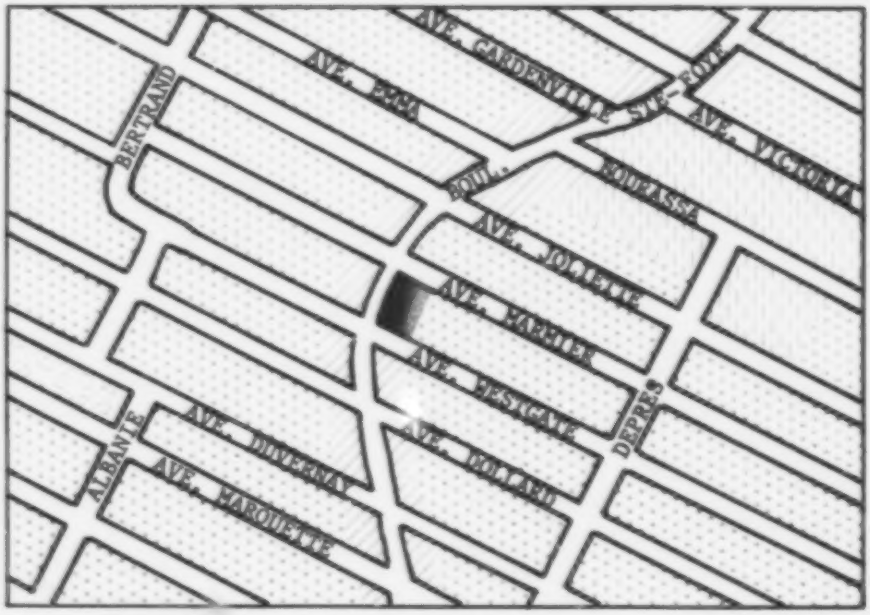
Number: 1
Use: Food and drug analysis laboratories
Occupant(s): HWC
Gross area: 9,868.33 m^2
Storey(s): 3 plus basement
Construction date(s): 1970

Surrounding Land Use: Commercial, institutional, residential

CRPI: 2456650 38 NHWO 06740

Figure 97

TPC SUCCURSALE POSTALE LONGUEUIL
PWC LONGUEUIL POSTAL STATION


AVE. GARDENVILLE
STE-FOYE
AVE. ESSA
BERTRAND
BOUL.
BOURASSA
AVE. VICTORIA
AVE. JOLIETTE
AVE. HARRIER
AVE. WESTGATE
DEPRES
AVE. DOLLARD
AVE. DUVERNAY
AVE. MARQUETTE
ALBANIE

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⠿	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	HHHHHH	NON AMÉNAGÉ / UNDEVELOPED	▦

5.2.97 PWC - Longueuil Postal Station*

Location: 860 Ste-Foy Boulevard, Longueuil
CBD

SITE

Area: 0.12 ha
Acquisition date(s): 1952, 1963
% Occupied by Structures: 60%
Parking: 12
Access: Very Good
Zoning: Commercial, residential

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 3,213.24 m^2
Storey(s): 2 plus basement
Construction date(s): 1956

Surrounding Land Use: Commercial, residential

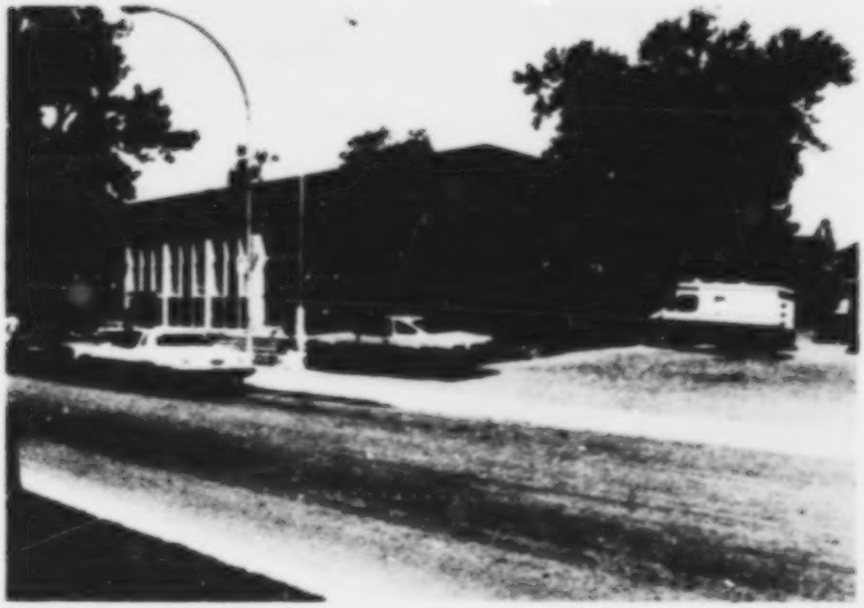
CRPI: 2456650 38 DPWO 06725

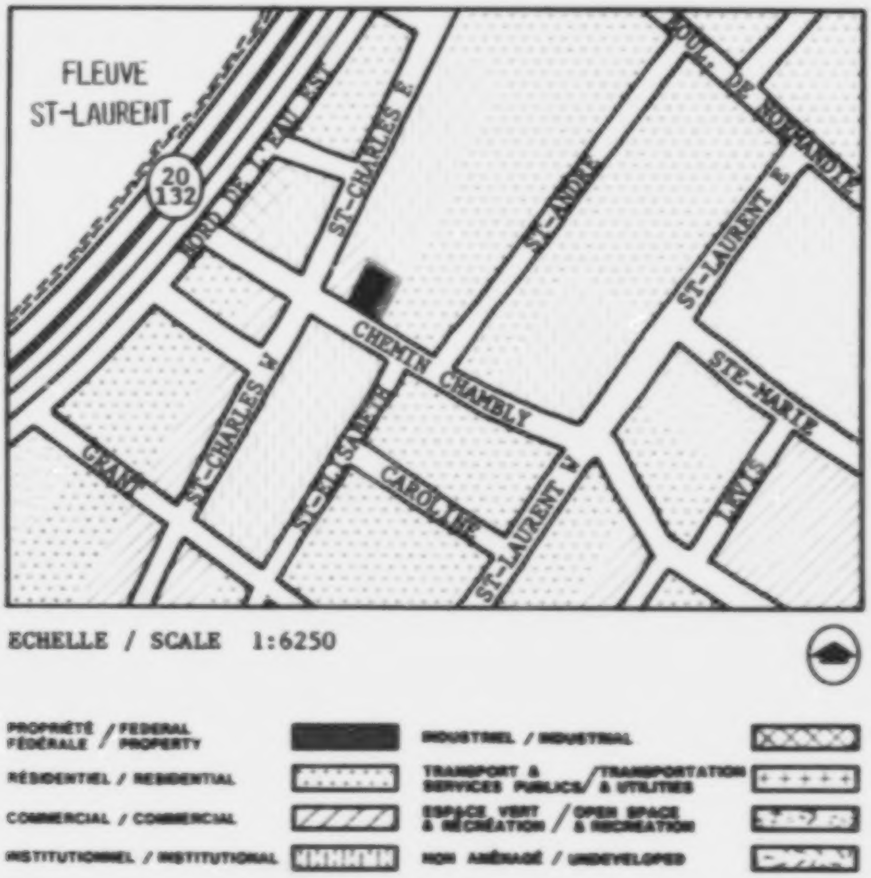
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 98

TPC SUCCURSALE POSTALE "A"
PWC POSTAL STATION "A"




FLEUVE ST-LAURENT
20
132
BORD DE L'EAU EST
ST-CHARLES E
ST-ANDRÉ
BOUL. DE NORMANDIE
ST-LAURENT E
CHEMIN CHAMBLY
STE-MARIE
ST-CHARLES W
GRANT
ST-ELISABETH
CAROLINE
ST-LAURENT W
LEVIS
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.98 PWC - Postal Station "A"*

Location: 135 Chambly Road, Longueuil
CBD

SITE	**STRUCTURE(S)**
Area: 0.12 ha	**Number:** 1
Acquisition date(s): 1904	**Use:** Post Office
% Occupied by Structures: 50%	**Occupant(s):** CPC
Parking: 5	**Gross area:** 839.29 m^2
Access: Very Good	**Storey(s):** 1 plus basement
Zoning: Commercial	**Construction date(s):** 1947, 1949, 1963

Surrounding Land Use: Residential, institutional

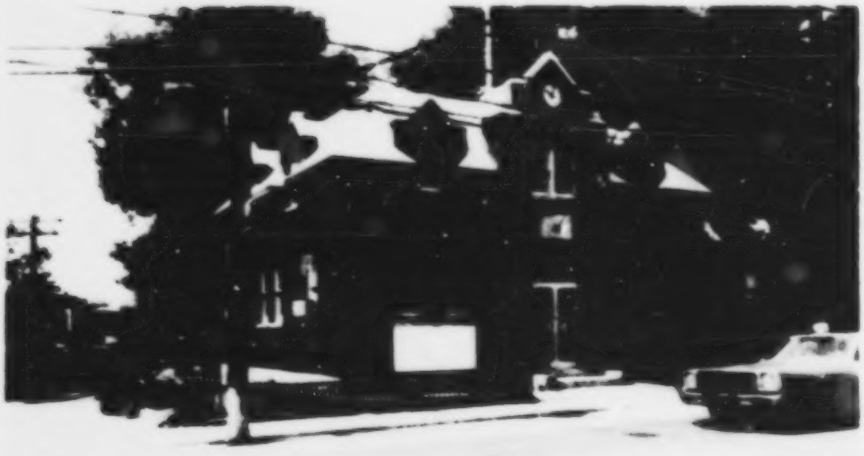
CRPI: 2456650 38 DPWO 06726

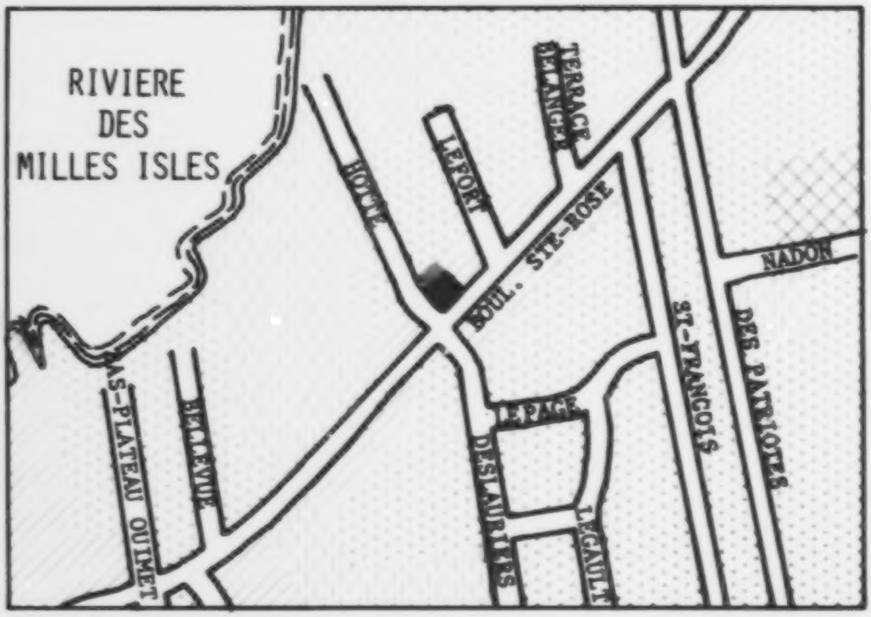
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 99

TPC ANCIENNE SUCCURSALE POSTALE STE-ROSE
PWC FORMER STE-ROSE POSTAL STATION




RIVIERE DES MILLES ISLES
TERRACE BELANGER
LEFORT
HOTTE
BOUL. STE-ROSE
NADON
ST-FRANCOIS
DES PATRIOTES
LEPAGE
DESLAURIERS
LEGAULT
BELLEVUE
AS-PLATEAU OUIMET

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	⊠
RESIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▓
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▒

5.2.99 PWC - Former Ste-Rose Postal Station

Location: 203 Ste-Rose Boulevard, Laval
CBD (Ste-Rose)

SITE

Area: 0.06 ha
Acquisition date(s): 1929
% Occupied by Structures: 70%

Parking: 4
Access: Good
Zoning: Residential

STRUCTURE(S)

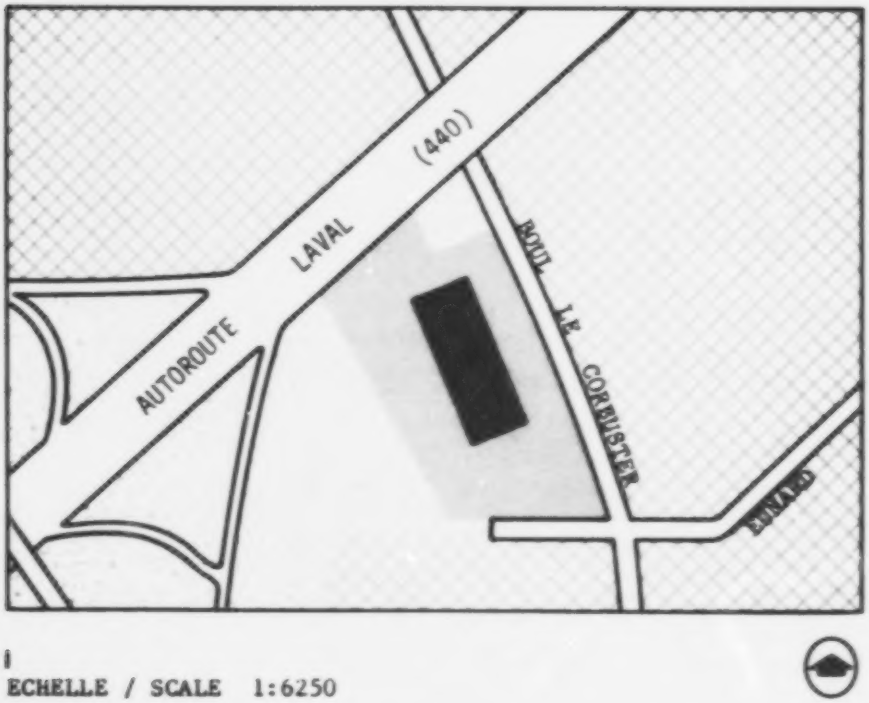
Number: 1
Use: Offices
Occupant(s): Paragovernmental sector
Gross area: 580.09 m^2
Storey(s): 2 plus basement
Construction date(s): 1951

Surrounding Land Use: Commercial, residential

CRPI: 2464500 35 DPWO 06931

Figure 100

TPC CENTRE DE TRAITEMENT DU COURRIER DE LAVAL
PWC LAVAL MAIL PROCESSING PLANT



ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	▒	INDUSTRIEL / INDUSTRIAL	▩
RÉSIDENTIEL / RESIDENTIAL	☐	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	░
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	░

5.2.100 PWC - Laval Mail Processing Plant*

Location: 2600 Le Corbusier Boulevard, Laval
Periphery

SITE	STRUCTURE(S)
Area: 4.01 ha	**Number:** 1
Acquisition date(s): 1971	**Use:** Mail processing centre
% Occupied by Structures: 40%	**Occupant(s):** CPC
Parking: 223	**Gross area:** 6,602.62 m^2
Access: Very good	**Storey(s):** 1
Zoning: Industrial	**Construction date(s):** 1972

Surrounding Land Use: Industrial, vacant

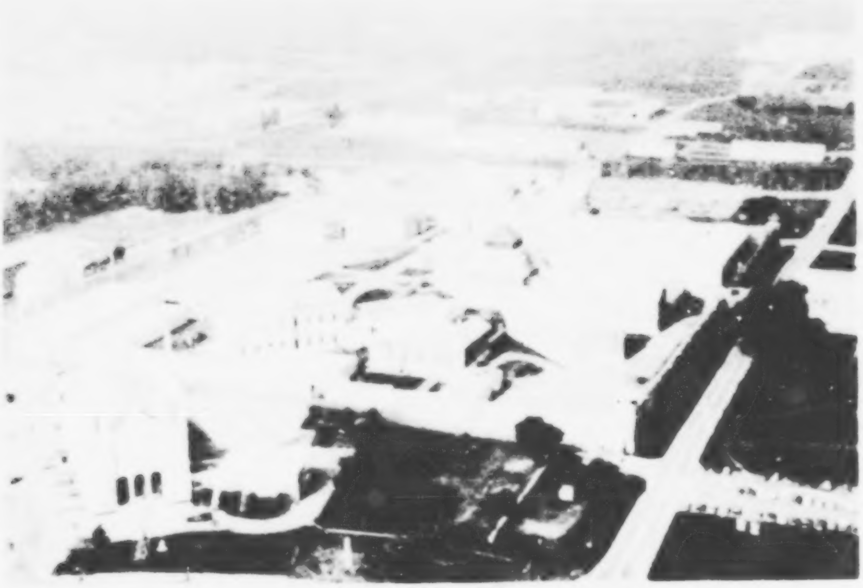
CRPI: 2464500 35 DPWO 06933

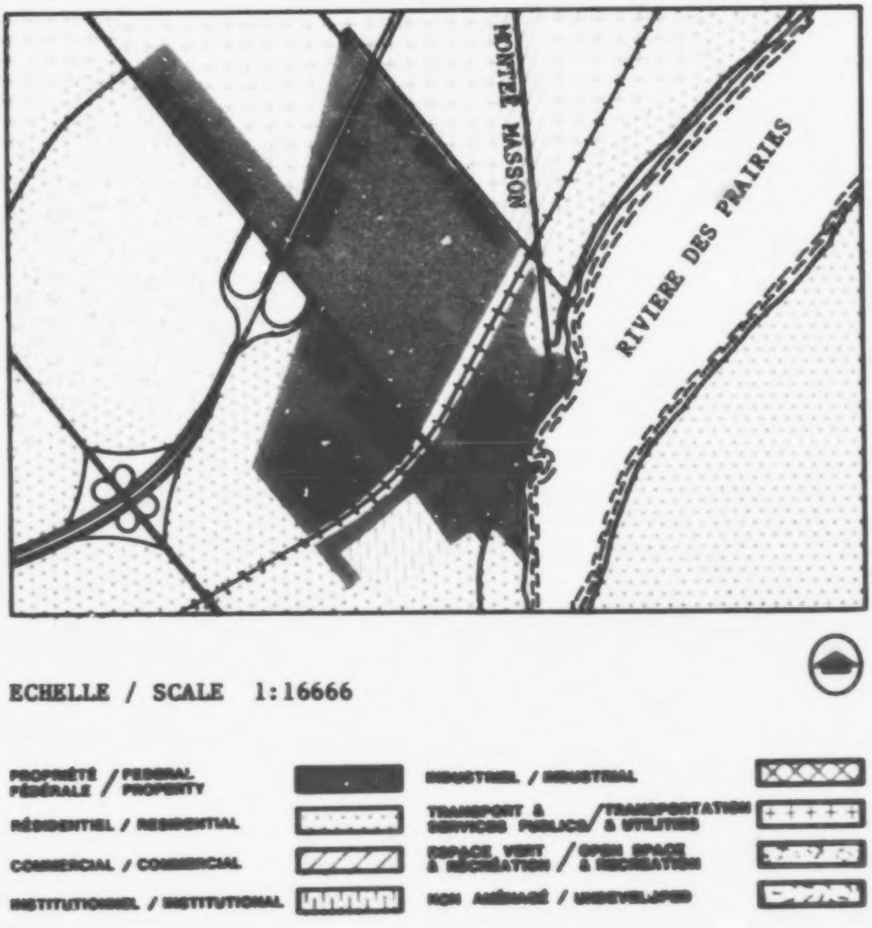
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 101

SCC COMPLEXE LAVAL
CSC LAVAL COMPLEX




MONTEE MASSON
RIVIERE DES PRAIRIES
ECHELLE / SCALE 1:16666
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.101 CSC - Laval Complex

Location: 160 Montée St-Francois, Laval
Periphery

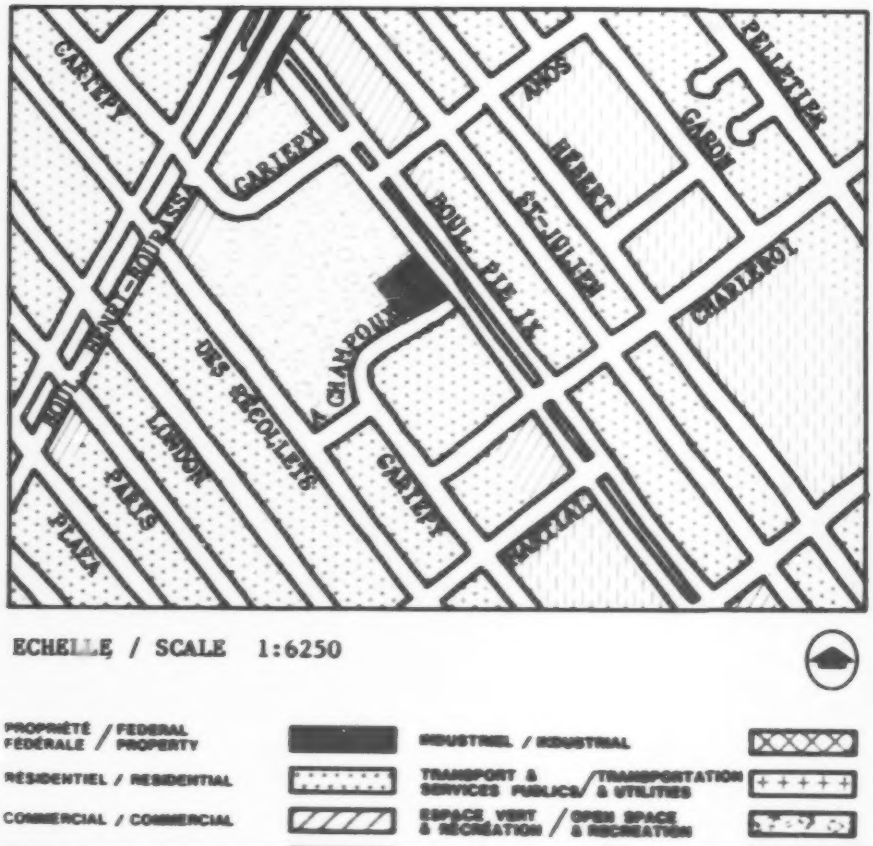
SITE	**STRUCTURE(S)**
Area: 288.94 ha	**Number:** 162
Acquisition date(s): 1865 to 1980	**Use:** Correctional Insititution
% Occupied by Structures: 5%	**Occupant(s):** CSC
Parking: Adequate	**Gross area:** 108,063 m^2
Access: Good	**Storey(s):** 1 to 3
Zoning: Public	**Construction date(s):** 1870-1980

Surrounding Land Use: Residential, industrial

CRPI: 2464500 18 PENO 06929

Figure 102

TPC SUCCURSALE POSTALE MONTRÉAL-NORD
PWC MONTREAL-NORD POSTAL STATION



GARIEPY
PELLETIER
AMOS
GARON
GARIEPY
HEBERT
BOUL. HENRI-BOURASSA
BOUL. PIE IX
ST-JULIEN
CHARLEROI
CHAMPOUX
DES RECOLLETS
LONDON
GARIEPY
PARIS
MARTIAL
PLAZA
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.102 PWC - Montreal-Nord Postal Station*

Location: 11,200 Pie IX Boulevard, Montréal-Nord
Periphery

SITE

Area: 0.27 ha
Acquisition date(s): 1962
% Occupied by Structures: 60%
Parking: 25
Access: Very good
Zoning: Industrial, commercial

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 1,601.18 m^2
Storey(s): 1 plus basement
Construction date(s): 1963

Surrounding Land Use: Commercial, residential, parkland

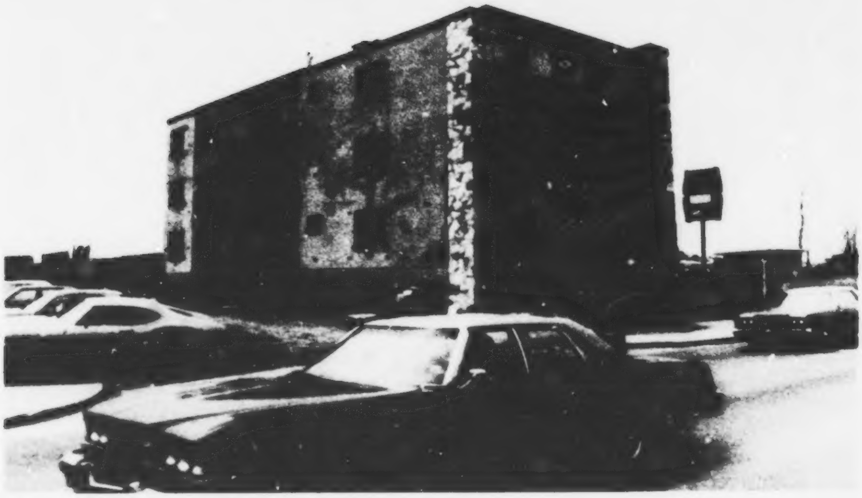
CRPI: 2465200 09 DPWO 07241

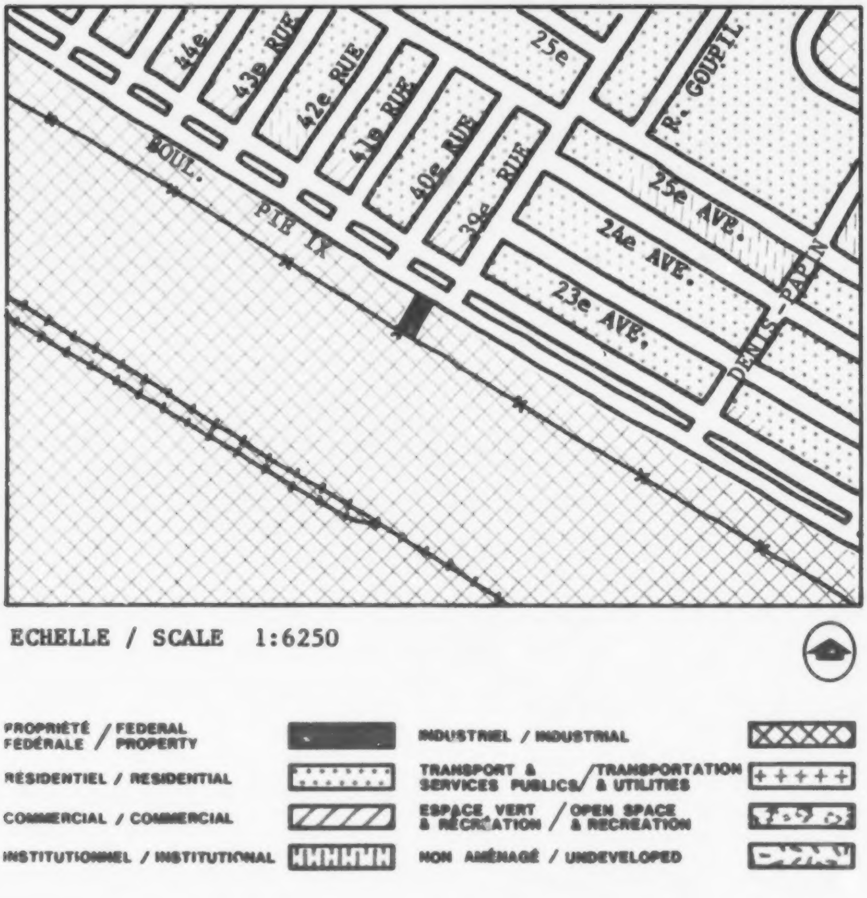
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 103

SCC CENTRE CORRECTIONNEL COMMUNAUTAIRE PIE IX
CSC PIE IX COMMUNITY CORRECTIONAL CENTER




44e
43e RUE
42e RUE
41e RUE
40e RUE
39e RUE
25e
R. GOUPIL
25e AVE.
24e AVE.
23e AVE.
BOUL. PIE IX
DENIS-PAPIN
ECHELLE / SCALE 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.103 CSC - PIE IX Community Correctional Centre

Location: 8900 Pie IX Boulevard, Montreal
Periphery

SITE

Area: 0.02 ha
Acquisition date(s): 1979
% Occupied by Structures: 100%
Parking: None
Access: Very good
Zoning: Commercial, residential

STRUCTURE(S)

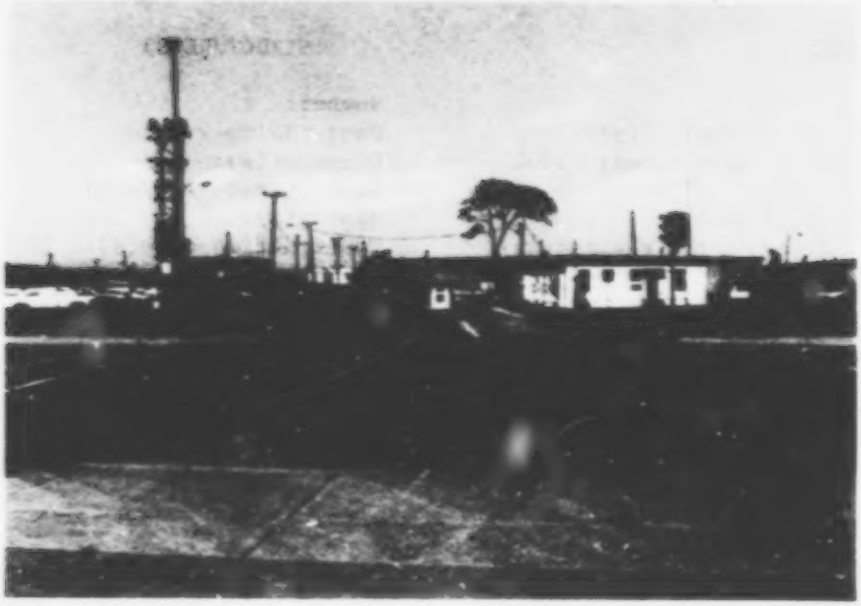
Number: 1
Use: Halfway House
Occupant(s): CSC
Gross area: 1,094.08 m^2
Storey(s): 4
Construction date(s): 1965

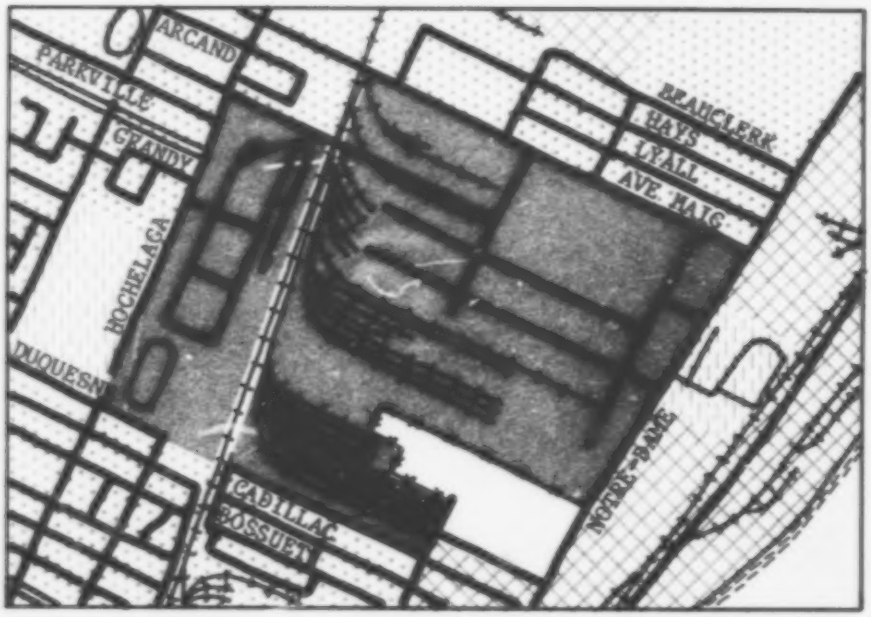
Surrounding Land Use: Industrial, commercial, residential

CRPI: 2465260 67 PENO 23085

Figure 104

MDN DÉPÔT D'APPROVISIONNEMENT (LONGUE-POINTE)
DND SUPPLY DEPOT (LONGUE-POINTE)




ARCAND
PARKVILLE
GRANDY
HOCHELAGA
DUQUESNE
CADILLAC
BOSSUET
BEAUCLERK
HAYS
LYALL
AVE. HAIG
NOTRE-DAME

ECHELLE/SCALE 1:16500

PROPRIÉTÉ FEDÉRALE / FEDERAL PROPERTY	▨	INDUSTRIEL / INDUSTRIAL	XXXX
RESIDENTIEL / RESIDENTIAL	░	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	/////	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▧

5.2.104 DND - Supply Depot (Longue-Pointe)

Location: 6565-6769 Notre-Dame Street East, Montreal
Periphery

SITE

Area: 97.38 ha
Acquisition date(s): 1942-1956

% Occupied by Structures: 65%
Parking: 500
Access: Very good
Zoning: Industrial, commercial

STRUCTURE(S)

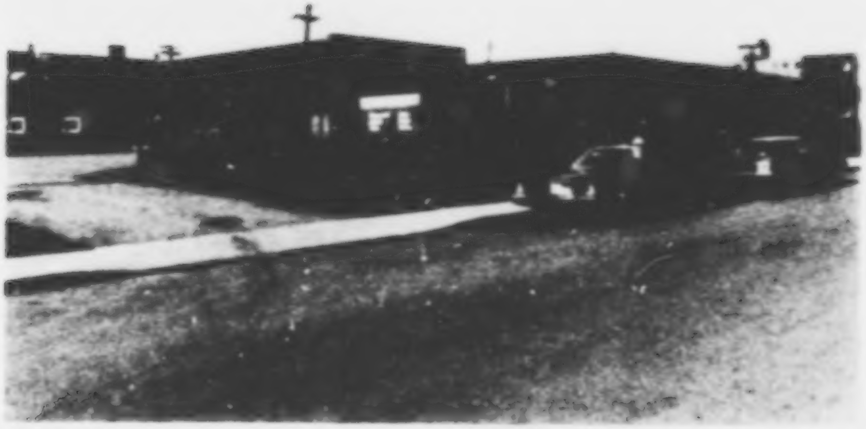
Number: 99
Use: Administrative and technical services
Occupant(s): DND
Gross area: 225,047.83 m^2
Storey(s): 1 to 2
Construction date(s): 1941-1976

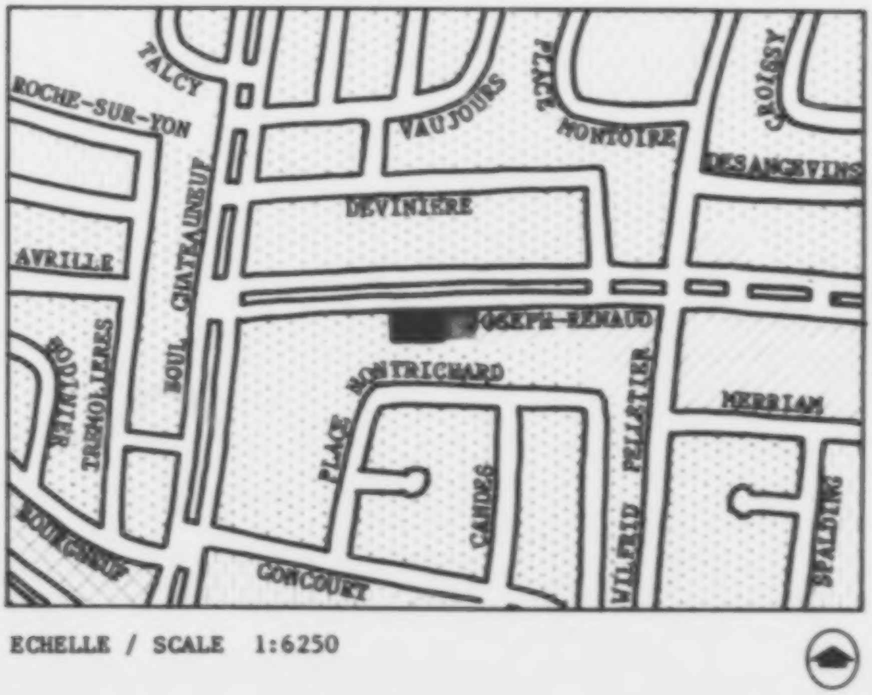
Surrounding Land Use: Residential, industrial and institutional

CRPI: 2465260 20 DND0 07221

Figure 105

TPC SUCCURSALE POSTALE ANJOU
PWC ANJOU POSTAL STATION




TALCY
ROCHE-SUR-YON
VAUJOURS
PLACE MONTOIRE
CROISSY
DESANGEVINS
BOUL CHATEAUNEUF
DEVINIERE
AVRILLE
JOSEPH-RENAUD
PLACE MONTRICHARD
BODINIER
TREMOLIERES
MERRIAM
WILFRID PELLETIER
CANDES
SPALDING
BOURGNEUF
CONCOURT

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RESIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▩
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	▦

5.2.105 PWC - Anjou Postal Station*

Location: 7200 Joseph-Renaud Boulevard, Anjou
Periphery

SITE

Area: 0.47 ha
Acquisition date(s): 1974
% Occupied by Structures: 60%
Parking: 42
Access: Very good
Zoning: Commercial, residential

STRUCTURE(S)

Number: 1
Use: Post Office
Occupant(s): CPC
Gross area: 1,113.90 m^2
Storey(s): 1
Construction date(s): 1975

Surrounding Land Use: Commercial, residential

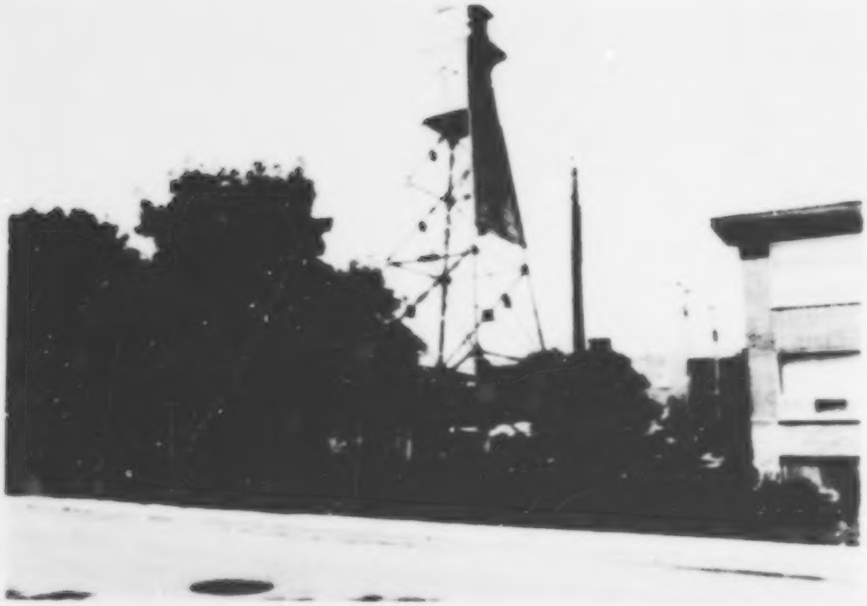
CRPI: 2465180 64 DPWO 07240

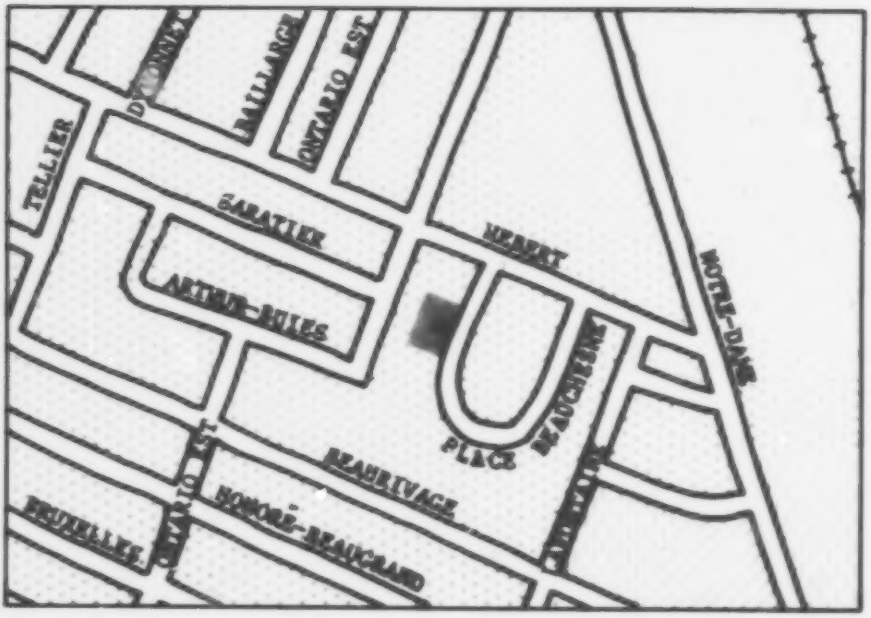
---

* As of July 15, 1982 by Order in Council PC 1982-2091, pursuant to the 1981 Canada Post Corporation Act, this property has been transferred from PWC to CPC, effective October 16, 1981.

Figure 106

TC FEU ARRIÈRE DE TÉTREAULTVILLE
TC TÉTREAULTVILLE RANGE




TELLIER
BAILLARGE
ONTARIO EST
HEBERT
ARTHUR-BUIES
NOTRE-DAME
PLACE
BEAUCHESNE
BEAURIVAGE
ONTARIO EST
HONORÉ-BEAUGRAND
BRUXELLES

ECHELLE / SCALE 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	▨	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	▨
INSTITUTIONNEL / INSTITUTIONAL	▨	NON AMÉNAGÉ / UNDEVELOPED	▨

5.2.106 TC - Tetreauville Rear Light

Location: Place Beauchesne, Montreal Periphery

SITE

Area: 0.04 ha
Acquisition date(s): 1910, 1968

% Occupied by Structures: 30%
Parking: N/A
Access: Good
Zoning: Residential

STRUCTURE(S)

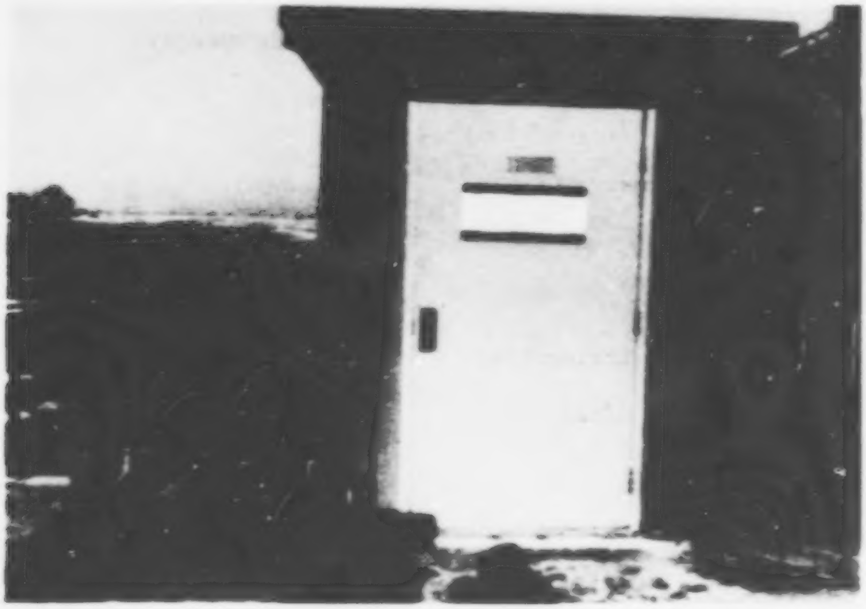
Number: 1
Use: Rear light for maritime services
Occupant(s): TC
Gross area: not available
Storey(s): N/A
Construction date(s): not determined

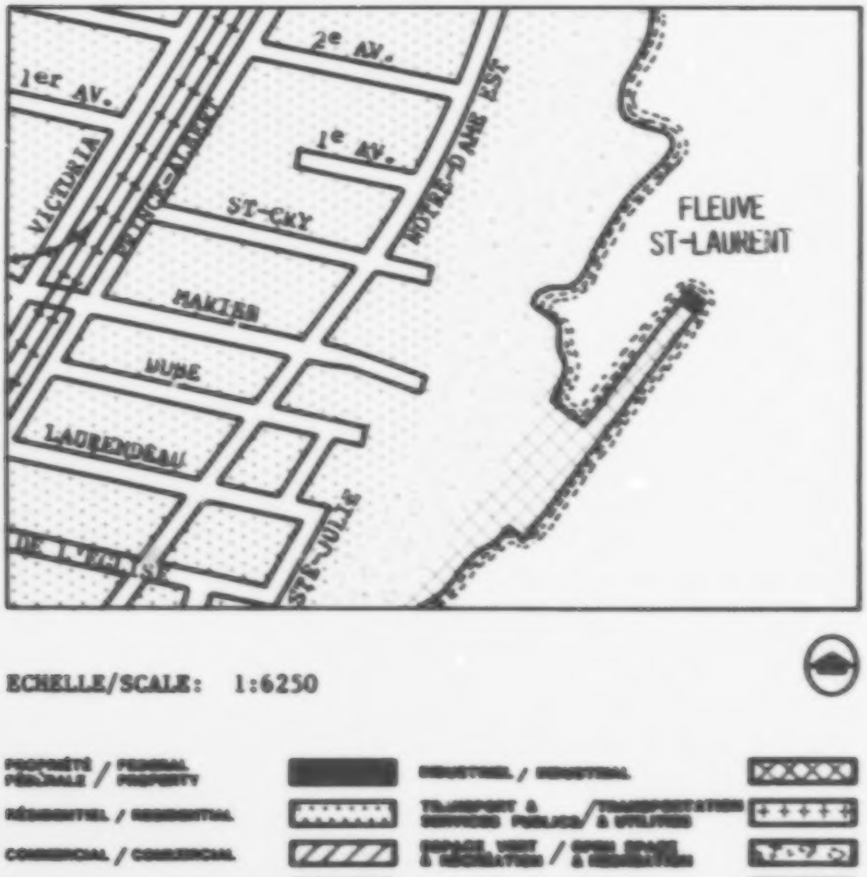
Surrounding Land Use: Residential

CRPI: 2465260 44 MOT1 07227

Figure 107

MPO STATION DES MARÉES ET NIVEAUX DE L'EAU
DFO TIDES AND WATER LEVEL STATION




2e AV.
1er AV.
1e AV.
VICTORIA
PRINCE-ALBERT
NOTRE-DAME EST
ST-GUY
DUBE
LAURENDEAU
DE L'EGLISE
STE-JULIE
FLEUVE
ST-LAURENT
ECHELLE/SCALE: 1:6250
PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY
RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES
ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION
NON AMÉNAGÉ / UNDEVELOPED

5.2.107 DFO - Tides and Water Level Station, Montreal-Est

Location: Port of Montreal, near Marien Street, Montréal-Est Waterfront

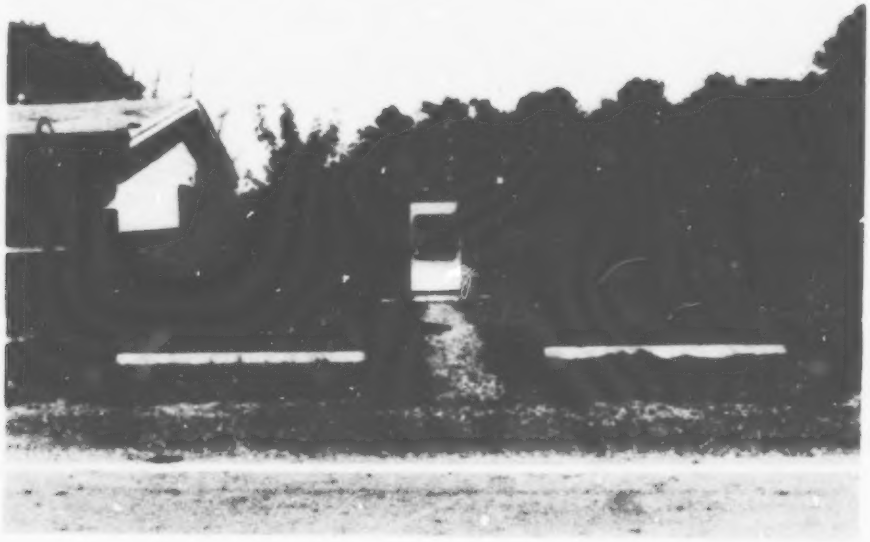
SITE	**STRUCTURE(S)**
Area: 3.34 ha	**Number:** 1
Acquisition date(s): 1934	**Use:** Recording of water levels
% Occupied by Structures: 100%	**Occupant(s):** DOE
Parking: N/A	**Gross area:** 3.34 m^2
Access: Very good	**Storey(s):** N/A
Zoning: Industrial	**Construction date(s):** 1974

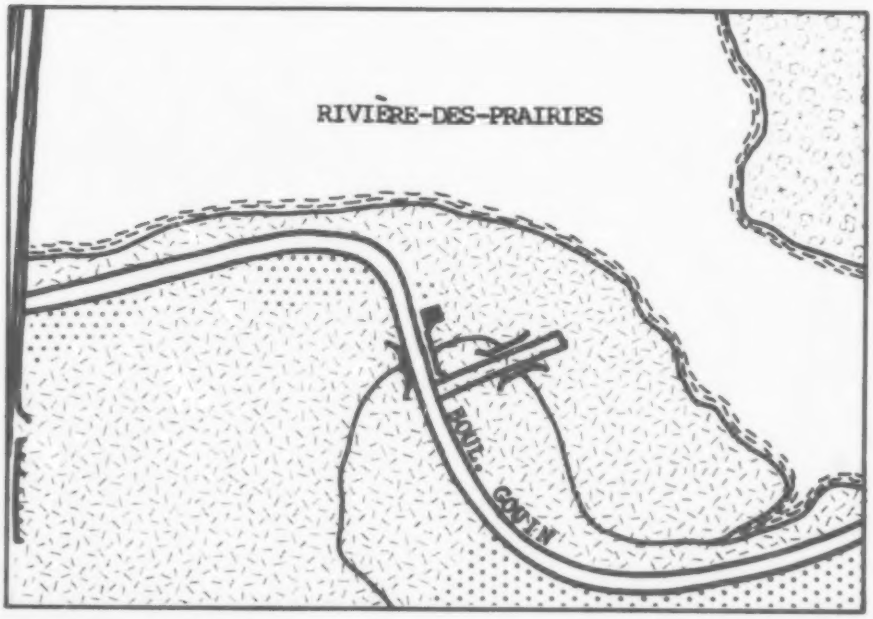
Surrounding Land Use: Port, industrial

CRPI: Not inventoried

Figure 108

AIN SITE HISTORIQUE: BATAILLE DE COULÉE GROU
INA HISTORICAL SITE: BATTLE OF COULÉE GROU





ECHELLE/SCALE: 1:6250

PROPRIÉTÉ FÉDÉRALE / FEDERAL PROPERTY	■	INDUSTRIEL / INDUSTRIAL	☒
RÉSIDENTIEL / RESIDENTIAL	⋯	TRANSPORT & SERVICES PUBLICS / TRANSPORTATION & UTILITIES	+ + + + +
COMMERCIAL / COMMERCIAL	▨	ESPACE VERT & RÉCRÉATION / OPEN SPACE & RECREATION	∴
INSTITUTIONNEL / INSTITUTIONAL	▥	NON AMÉNAGÉ / UNDEVELOPED	⁄

5.2.108 DOE-PC - Historical Monument: Battle of Coulée Grou

Location: On Gouin Boulevard in Rivière-des-Prairies, north of Coulée Grou Waterfront

SITE

Area: 58.06 m^2
Acquisition date(s): 1925
% Occupied by Structures: 5%
Parking: None
Access: Good
Zoning: Residential

STRUCTURE(S)

Number: 1
Use: Monument
Occupant(s): DOE
Gross area: 0.74 m^2
Storey(s): N/A
Construction date(s): 1971

Surrounding Land Use: Residential, parkland

CRPI: 2465260 44 DOE2 07229

This property is a historical monument commemorating a battle which took place near the site in 1690.

The monument features a plaque recalling and explaining the event.

The owner designation on the previous page should be DOE-PC instead of IMA.

APPENDIX A

GLOSSARY OF TERMS

CBD - Central Business District

CRPI - Central Real Property Inventory - inventory of all federal real property.

Economic Life - The estimated period over which it is anticipated that a property may profitably be utilized. The period over which a property will yield a return on the investment, over and above the economic rent due to land. This period can never exceed and generally is shorter than the physical life of the improvements.

Excess - No longer required for operational purposed by a particular department See "Surplus Property Procedures".

FLM - Federal Land Management - FLM policy requires that departments plan their acquisition, use and disposal of lands in a manner consistent with the principle that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

Gross Area - (Outside Gross) That area measured from the outside surface of the outer building wall to the outside surface of the opposite outer building wall, for the area of each floor, without any deductions for openings which occur within the floor area. Where balconies and mezzanine floors occur within the exterior walls of the building, the actual area of these is measured and included.

Heritage Designation - The PWC Heritage Policy applies to all PWC-owned structures constructed prior to 1945. Each structure is assessed according to the policy and when heritage value is present it is designated as follows.

> **"Important"** - deserve the most careful attention. These properties require immediate attention. Their exteriors must be returned to or kept at a certain standard and they may contain interior spaces which must be preserved or even reconstructed. They may not be added to in most cases.
>
> **"Preserve"** - will serve well if rehabilitated. Exteriors are to be maintained or restored and most often, interior modification may proceed unhindered. They might be added to with sensitivity.
>
> **"Maintain"** require no special consideration beyond normal maintenance. This is a holding category for buildings which may find a clearer value in their communities as time goes by.

"Insignificant" no appreciable heritage or social value.

Non-habitable vacant space Space which, by reason of design and/or condition cannot be used to satisfy client requirements.

Property Generally refers to an area of land plus any structures that may be located thereon.

Rentable Floor Area That area within the outside walls computed by measuring from the inside surface of the outer building wall to the inside surface of the opposite outer building wall, except where the outer building wall consists of 50% or more glass. In the latter case, the area is computed by measuring the innermost inside surface of such glass to the inside surface of the opposite outer building wall or glass, whichever is applicable. The area includes columns and projections necessary to the building structure but excludes Building Service Area (e.g. furnace rooms, public stairs, etc.).

Surplus Property Procedures When a federal department or agency no longer has any use for a property, it completes a "Notice of Excess Crown Property" form, which PWC circulates to other departments. If another department has expressed an inerest in acquiring the property, this fact is taken into consideration by PWC which makes a recommendation to TBAC/FLM on the final disposal of the property. When there is no federal interest, if disposal is appropriate, the practice is to give provincial and municipal governments, in that order, an opportunity to acquire the surplus property at current market value.

Usable Floor Area that area within the outside walls measured and computed in the same manner as "Rentable Area" but excluding common use areas which serve the entire floor or building, known as Accessory Area (e.g. washrooms, cafeterias).

APPENDIX B

ABBREVIATIONS

Department and Agency Abbreviations

AECL	Atomic Energy of Canada Ltd.
AGR	Agriculture Canada
CAL	Arsenals Canada
CBC	Canadian Broadcasting Corporation
CCA	Consumer and Corporate Affairs
CEIC	Canada Employment & Immigration Commission
CMHC	Canada Mortgage and Housing Commission
CN	Canadian National
CPC	Canada Post Corporation
CSC	Correctional Services Canada
DOC	Department of Communications
DOE	Environment Canada
DOE-PC	Parks Canada
DFO	Department of Fisheries and Oceans
DFO-SCH	Small Craft Harbours
DND	National Defence
DREE	Regional Economic Expansion
SSC	Supply and Services Canada
DVA	Veterans' Affairs
ELD	Eldorado
EMR	Energy, Mines and Resources
HWC	Health and Welfare Canada
INA	Indian and Northern Affairs
IT&C	Industry, Trade and Commerce
JUS	Justice
LAB	Labour Canada
NHB	Harbours Board Canada
NRC	National Research Council
PWC	Public Works Canada
RC-C&E	Revenue Canada - Customs and Excise
RC-T	Revenue Canada - Taxation
RCMP	Royal Canadian Mounted Police
SLSA	St. Lawrence Seaway Authority
SS	Secretary of State
TC	Transport Canada

General Abbreviations

CBD	Central Business District
CRPI	Central Real Property Inventory - an inventory of all federal real property.
TBAC/FLM	Treasury Bard Advisory Committee of Federal Land Management, chaired by a representative of the Treasury Board Secretariat and the permanent members are representatives of DOE, PWC, and CMHC.
FHBRO	Federal Heritage Building Review Office

Other Abbreviations

CEGEP	Collège d'enseignement général et professionel - college offering general education and occupational training
MEDIC	Montreal Economic Development and Initiative Commission
COTREM	Conseil des Transports de la Région de Montréal - Montreal Regional Transit Council
MUCTC	Montreal Urban Community Transit Commission
CTL	Commission de Transport de Laval - Laval Transit Commission
CTRSM	Commission de transport de la Rive-Sud de Montréal - Montreal South Shore Transit Commission
MUC	Montreal Urban Community
HLM	Habitation à Loyers modiques - Subsidized Rental Housing
RCM	Regional County Municipality
EDO	Economic Development Office
OPDQ	Office de Planification et de Développement du Québec - Quebec Planning and Development Bureau
SDIM	Société de Developpement industriel de Montréal - Montreal Industrial Development Corporation
SHQ	Société d'Habitation du Québec - Quebec Housing Corporation
SIDAC	Société d'Investissements et de Développement des Artères commerciales - Commercial Arteries Investment and Development Corporation

APPENDIX C

ASC PUBLISHED REPORTS

NEWFOUNDLAND

St. John's

NOVA SCOTIA

Halifax-Dartmouth
Sydney

NEW BRUNSWICK

Fredericton
Saint John

PRINCE EDWARD ISLAND

Charlottetown

QUEBEC

Lower St. Lawrence
Gaspé and the Magdalen Islands
Granby
Haut-Saguenay
Lac St. Jean
Quebec Urban Community
Sorel
St. Hyacinthe
Valleyfield

ONTARIO

Cornwall
Guelph
Hamilton
Kitchener-Waterloo
London
Metropolitan Toronto
Mid Seaway Corridor
Mississauga
Niagara Region
North Bay
Oakville
Peterborough
Regional Municipality of Waterloo
Sault Ste. Marie
Sudbury
Thunder Bay
Timmins
Windsor

MANITOBA

Winnipeg

SASKATCHEWAN

Regina
Saskatoon

BRITISH COLUMBIA

Fraser Valley
The Kootenays
Okanagan Region
Vancouver (Map only)

YUKON

Whitehorse

REFERENCES

1 Ministère de l'Industrie, du Commerce et du Tourisme, Inventaire industriel 1981, November 1981.

2 Montreal Urban Community, Rapport annuel 1980, 3rd quarter 1981, p 9.

3 Id #2, pp 10-11.

4 Ibid, p 12.

5 City of Montreal, Economic and Financial Review, February 1981, Table 1-1.

6 Montreal Urban Community, Rapport Annuel 1976, 3rd quarter 1977, p 12.

7 Ministère des Affaires municipales, L'Urbanisation dans la Conurbation montréalaise, April 1977, pp 4-5.

8 Conseil des Transports de la Région de Montréal, L'Etat de la Situation des Transports sur la Rive-Sud de Montréal: Inventaire, problemes et potentiels, September 1980, p 13.

9 Office de Planification et de Développement du Québec, La croissance démographique dans les zones urbaines: Tendances passées et perspectives, 1st quarter 1978, p 199.

10 The Montreal Star, February 21, 1979.

11 Id #5.

12 Id #7, p 22.

13 Ibid, Tableau "A".

14 Id #5, Table 1-2.

15 Ibid, Table 1-6.

16 MUC Economic Development Office, Référence, 2nd quarter 1980, p 15.

17 Ibid, p 14.

18 Office de Planification et de Développement du Québec, Les revenus, 4th quarter 1979, pp 9, 63.

19 Offide de Planification et de Développement du Québec, Problématique et synthèse de l'économie régionale, 1st quarter 1980, p 49.

20 Id #16, p 36.

21 Id #19, p 5.

22 Id #2, p 53.

23 Id #5, Section 5.5.2.

24 Ibid, Table 3-1.

25 Id #19, p 8.

26 Ibid, p 80.

27 Id #16, p 29.

28 Secrétariat permanent des conférences socio-économiques de Québec, Le grand Montréal - Ile de Montréal - Laval - Rive-Sud, February 1981, p 13.

29 Id #19, p 7.

30 Ibid, p 5.

31 Id #28, p 19.

32 Montreal Development and Initiative Commission, Bulletin économique - Febrier 1981.

33 Id #2, P 9.

34 (a) Office de Planification et de Développement du Québec, L'espace montréalais: éléments d'urbanisation, 1st quarter 1979, p 91;

(b) Id #7, p 13.

35 Unless otherwise indicated, all percentages given in section 1.2.3.1 are drawn from the following sources:

(a) Ministère des Affaires Muncipales, Données planimétrées des fonctions urbaines des agglomérations du Québec 1966-76-79, 1980 pp 34-40;

(b) compilation of the MUC planning Department, on the basis of (a) broken down by OPDQ sector;

(c) MUC Planning Department, Superficie et densité de la population pour les municipalités de la région métroplitaine de recensement de Montréal - 1976, October 1977.

36 Joseph DeChiara and Lee Koppelman, Planning Design Criteria, Van Nostrand Reinhold Company, New York 1969, 386 p.

37 Ibid.

38 Id #5, Section 5.3.

39 Id #2, p 11.

40 Id #7, pp 9-10.

41 Id #5, Section 3.4.4.

42 Id #7, pp 30-32.

43 MUC Transit Commission, *Rapport annuel 1980*, December 1980, pp 8-17.

44 Id #2, p 31.

45 *Ibid*, p 35.

46 Ministère des Transports du Québec, "Supplément", *La Presse*, March 11, 1981.

47 Id #5, Section 3.4.2.

48 Id #46.

49 Government of Canada, "Publi-Reportage", *La Presse*, February 28, 1981.

50 *Le Devoir*, February 26, 1981.

51 Id #5, Section 3.3.

52 Office de Planification et de Developpement du Québec, *Croissance et Structure économique 1961-1971*, 4th quarter 1977, p 276 (Tableau II-44).

53 Id #35 and *The Financial Post*, July 18, 1981.

54 *The Financial Post*, July 18, 1981.

55 City of Montreal, Service du contrôleur général, *Le marché des édifices à bureaux, des espaces industriels et commerciaux*, February 13, 1981.

56 Id #54.

57 Id -55.

58 Id #28, p 48 (Tableau 18).

59 MUC Economic Development Office, *Taux d'occupation des espaces locatifs sur le Territoire de la CUM*, Bulletin of March 1981.

60 *Ibid*.

61 Id #52.

62 Id #50.

63 From an address delivered by Mr. Yuon Lamarre, Chairman of the Executive Council of the City of Montreal, "Budget 1981 - Regénérescence de la ville traditionnelle", December 4, 1981.

64 Id #5, Tables 2-5 and 2-6.

65 Id #28, p 17.

66 Office de Planification et de Développement du Québec, *Le secteur manufacturier, les investissements et la conjoncture*, 3rd quarter 1979 p 52.

67 Id #16, p 36.

68 MUC Planning Department, Occupation du Sol, map, 1977.

69 Id #16, Feuillet No. 7.

70 Ibid, p 36.

71 Id #55, Tableau III.

72 Ibid, p 6.

73 Id #67, p 52.

74 Ibid, p 50.

75 MUC Economic Development Office, Expansion, brochure, 1980.

76 Id #2, pp 52-53.

77 Id #63, p 2.

78 Canada Mortgage and Housing Corporation, Statistique du Logement au Canada - 1980, March 1981, p 87.

79 Id #7, Tableau "G".

80 Id #5, compilation derived from Table 4-7.

81 Id -78, p 87.

82 Id #7, p 12.

83 Ibid, p 6.

84 Ibid, pp 6, 25.

85 Habitabec, June 5, 1981.

86 Canada Morgage and Housing Corporation, Rapport annuel 1980 - Province de Québec, December 1980, P A-1.

87 Montreal Economic Development and Initiative Commission, Bulletin économique - Janvier 1981.

88 Id #86, p 4.

89 Canada Mortgage and Housing Corporation, Relevé des appartements inoccupés - immeubles de six (6) logements et plus - Montreal métropolitain, October 1980, April 1981 (see Table 1-A, Tableau III and Taleau IV).

90 Id #63, pp 2, 10.

91 City of Montreal, Operation 10,000 logements - Phase V, March 1981.

92 Société immobilière Devencore Ltée, Thirty Years of Office Development, 1960-1990, January 1982.

93 Ibid.

94 The Gazette, August 5, 1981.

95 MUC Economic Development Office, Construction sur le Territoire de la Communauté Urbaine de Montréal, Bulletin of December 1981.

96 Government of Canada, Le Complexe Guy-Favreau, brochure.

97 Id #2, p 39.

98 Ministère d'Etat à l'Aménagement, L'option préférable d'aménagement de la région montréalaise (draft), February 24, 1982, p 30.

99 Id #16, Feuillet No. 6.

100 Ibid, Feuillet No. 10.

101 City of Laval Service des recherches et de la statistique, Dossier statistique, Section 2.1.1, August 1980.

102 Ibid, Section 1.1.1 b), February 1982.

103 Id #98, p 41.

104 Ibid.

105 Ibid, p 42.

106 Id #101, Section 1.1.3, January 1982.

107 Office de Planification et de Développement du Québec, Le Système urbain, 3rd quarter 1979, p 18.

108 Id #19, p 18.

109 Ibid, p 19.

110 Id #107, p 11.

111 Id #107.

112 Id #19, p 19.

113 Id #107, Section 1.3.1.

114 Id #19, P 20.

115 Ibid, pp 21-23.

116 Id #107, Section 1.2.2.

117 Office de Planification et de Développement du Québec, L'espace montréalais: éléments d'urbanisation, 1st quarter 1980, pp 34-35.

118 Ibid.

119 Id #98, p 41.

120 Ibid.

121 Id #101, Section 5.2.1, August 1980.

122 MUC Transit Commission, Mobilité des Montréalais - 1978, pp 57-60.

123 City of Laval, Service d'urbanisme, Zones Commerciales, Plan No. 2626-B, August 1980.

124 Id #101, Section 2.6.1, February 1982.

125 Ibid, Sections 2.4.1 and 2.4.2, February 1982.

126 Ibid, Section2.1.1.

127 Id #117,Tableau 1.

128 Id #101, Section 2.3.1 and 2.3.2, February 1982.

129 Id #98, Tableau 13.

130 City of Longueuil, Bureau d'information, Dossier statistique and informational brochures.

131 Id #8, p 23.

132 Ibid, p 32.

133 Ibid, p 30.

134 Ibid.

135 Id #122, p 61.

136 Id #1.

137 Id #130.

138 Id #98, p 42.

139 Id #130.

140 Ibid, Synthèse du plan d'urbanisme, May and October 1978 and April 1979.

141 Id #130.

142 Id #8, pp 121-134.

143 Id #130.

144 Ibid.

145 Id #1.

146 Id #130.

147 Ibid.

148 Id #98.

BIBLIOGRAPHY

Ministère de l'Industrie, du Commerce et du Tourisme, Inventaire industriel 1981, November 1981.

Montreal Urban Community, Rapport annuel 1980, 3rd quarter 1981.

City of Montreal, Economic and Financial Review, February 1981.

Montreal Urban Community, Rapport annuel 1976, 3rd quarter 1977.

Ministère des Affaires municipales, L'Urbanisation dans la Conurbation montréalaise, April 1977.

Conseil des Transports de la Région de Montréal, L'Etat de la Situation des Transports sur la Rive-Sud de Montréal: Inventaire, problèmes et potentiels, September 1980.

Office de Planification et de Développement du Québec, La croissance demographique dans les zones urbaines: Tendances passées et perspectives, 1st quarter 1978.

MUC Economic Development Office, Référence, 2nd quarter 1980.

Office de Planification et de Développement du Québec, Les revenus, 4th quarter 1979.

Office de Planification et de Développement du Québec, Problématique et synthèse de l'économie régionale, 1st quarter 1980.

Secrétariat permanent des conférences socio-économiques de Québec, Le grand Montréal - Ile de Montréal - Laval - Rive-Sud, February 1981.

Montreal Economic Development and Initiative Commission, Bulletin économique - Fevrier 1981

Office de Planification et de Développement du Québec, L'espace montréalais: éléments d'urbanisation, 1st quarter 1979.

Ministère des Affaires Municipales, Données planimetrées des fonctions urbaines des agglomérations du Québec 1966-76-79, 1980.

MUC Planning Department, Superficie et densité de la population pour les muncipalités de la région métropolitaine de recensement de Montréal - 1976 October 1977.

Joseph DeChiara and Lee Koppelman, Planning Design Criteria, Van Nostrand Reinhold Company, New York, 1969.

Montreal Urban Community Transit Commission, Rapport annuel 1980, December 1980.

Office de Planification et de Développement du Québec, Croissance et Structure économique 1961-1971, 4th quarter 1977.

City of Montreal, Service du contrôleur général, Le marché des édifices à bureaux, des espaces industriels et commerciaux, February 13, 1981.

MUC Economic Development Office, Taux d'occupation des espaces locatifs sur le Territoire de la CUM, Bulletin of March 1981.

Office de la Planification et de Développement du Québec, Le secteur manufacturier, les investissements et la conjoncture, 3rd quarter 1979.

MUC Planning Department, Occupation du Sol, map, 1977.

MUC Economic Development Office, Expansion, statistical brochure, 1980.

Canada Mortgage and Housing Corporation, Statistique de logement au Canada - 1980, March 1981.

Canada Mortgage and Housing Corporation, Rapport annuel 1980 - Province de Québec, December 1980.

Montreal Economic Development and Initiative Commission, Bulletin économique - Janvier 1981.

Canada Mortgage and Housing Corporation, Relevé des appartements inoccupés - immeubles de six (6) logements et plus - Montreal métropolitain, October 1980, April 1981.

City of Montréal, Opération 10,000 logements - Phase V March 1981.

Société immobilière Devencore Ltée, Thirty Years of Office Development, 1960-1990, January 1982.

MUC Economic Development Office, Construction sur le Territoire de la Communauté Urbaine de Montréal, Bulletin of December 1981.

Government of Canada, Le Complexe Guy-Favreau, Brochure.

Ministère d'Etat à l'Aménagement, L'option préférable d'aménagement de la région montréalaise, draft, February 24, 1982.

City of Laval, Service des recherches et de la statistique, Dossier statistique, August 1980, January and February 1982.

Office de Planification et de Développement de Québec, Le Système urbain 3rd quarter 1979.

Office de Planification et de Développement du Québec, L'espace montréalaise: éléments d'urbanisation, 1st quarter 1980.

Montreal Urban Community Transit Commission, Mobilité des Montréalais - 1978.

City of Laval, Service d'urbanisme, Zones Commerciales, Plan No. 2626-B, August 1980.

City of Longueuil, Bureau d'information, Dossier statistique, Synthèse du plan d'urbanisme and informational brochures, May and October 1978 and April 1979.

The Montreal Star, February 21, 1979.

Ministère des Transports du Québec, "Supplément", La Presse, March 11, 1981.

Government of Canada, "Publi-Reportage", La Presse, February 28, 1981.

Le Devoir, February 26, 1981.

The Financial Post, July 18, 1981.

Address delivered by Mr. Yvon Lamarre, Chairman of the Executive Committee of the City of Montreal, "Budget 1981 - Régénérescence de la ville traditionnelle", December 4, 1981.

Habitabec, June 5, 1981.

The Gazette August 5, 1981.

NOTE

Two National Historic Sites have been missed during the research stage.

The two properties are:

1) Papineau House located on 436-38-40 Bonsecours Street, Montreal

2) Hudson Bay Warehouse, located on 1251-53-55-57 St-Joseph Blvd., Lachine.

MAPS NOT

FILMED

CARTES

OMISES